

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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Manufacturers' Record.

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BALTIMORE, APRIL 27, 1905.

"GREAT WORK FOR THE SOUTH."

Mr. W. Laurence Wild of the Wild-Jackson-Beaven Hardware Co., Evergreen, Ala., writes as follows to the MANUFACTURERS' RECORD:

You have a good paper. You are doing a great work for the South, and deserve all encouragement possible from Southern people. I am taking your paper, and have been for some time.

On the same line is a letter from Mr. Stuart A. Allen, Southern agent Cincinnati, Hamilton & Dayton Railroad Co., Cincinnati, Ohio:

I acknowledge your valued favor of April 12, enclosing under separate cover several copies of your little booklet regarding increase of the South's wealth. I thank you sincerely for these copies, and have distributed them where I think they will do considerable good. You are certainly to be commended in your efforts towards the upbuilding of agricultural and industrial conditions in the South. I have watched the career of your paper for some years past along these lines, and it affords me much pleasure to add my little bit of encouragement to you for your splendid efforts. Please kindly advise me the price of subscription to your valuable paper, as I have about made up my mind to become one of your many subscribers.

Mr. W. H. Pugh, contractor and builder, Texarkana, Ark., writes:

I find the MANUFACTURERS' RECORD a very valuable publication.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 65, 66 and 67.

THE RIGHT TO WORK.

A dispatch from Columbia says that the decision of the United States Supreme Court overturning a 10-hour law in New York will have its effect upon the political campaign next year in South Carolina, as the further limitation of the hours of labor by law would have been one of the principal issues of that campaign. It is hoped that, regardless of the decision, such an issue may be eliminated from the campaign. What is needed in South Carolina is not limitation of the right of the individual to work, but an encouragement

for all workers to do their level best and an inducement to workers from other parts of the country to take a hand in the full development of South Carolina's splendid resources.

WORLD-WIDE TEXTILE PROSPERITY.

World-wide prosperity in cotton-manufacturing is shown in special letters published in this week's issue of the MANUFACTURERS' RECORD, indicating that the remarkable activity in the iron and steel industry of America promises in the near future to be fully matched in phenomenal activity and prosperity in the cotton-goods trade not only of this country, but of the world. A comprehensive report on the conditions in England, prepared by a leading Manchester authority for the MANUFACTURERS' RECORD, states that the export trade to China and India has been unprecedented in volume, the revival having commenced last fall, and by October the manufacturers were sold seven or eight months ahead. Since then conditions have continued to improve, and the oldest trader finds it difficult to remember a time when the engagements of manufacturers were so deep—engagements, too, made on a basis profitable to them. In view of the heavy business done in January it had been expected that there would be a considerable slackening, but, on the contrary, the market continued surprisingly active, and a large business was done for delivery running 12 to 15 months ahead. The continuance of the active demand and the capacity of absorption were astonishing even to those who thought they understood the conditions of the Celestial Empire. As far as could be seen, price differences were a secondary matter, the period of delivery being the first consideration. At this time 635,000 looms are running full time in Great Britain, with a demand so difficult of fulfillment that it is said second-hand looms in good condition are being bought up at advancing prices. The exports for the first three months of the year were 1,530,000,000 yards, largely in excess of the same time last year. Both manufacturers and merchants seem to be of one mind as to the desirability of a pause, owing to the difficulty with shippers to keep up the promised deliveries. Manufacturers have advanced prices in order to check the demand.

So great is this activity in British cotton circles that it is regarded there as phenomenal as is the marvelous expansion of the iron industry in this country. Fortunately, however, the cotton manufacturers of the United States are beginning to share in the same prosperity, although the tide did not turn here quite so soon as in England. Reviewing the situation in the South, a correspondent, who has made special inquiry throughout that section, writes as follows:

For some weeks past there have been unmistakable signs of the growing improvement in the cotton-mill business of this section—in fact, of the entire South. This is seen in the building of new mills and the

enlargement of others. The whole Southern cotton-milling field has taken on the air of renewed prosperity, one of the factors being an increase in the export business, which is now being steadily worked up, and the export mills of the South are sold up at prices showing big profits, while the yarn mills are in a particularly good condition. One large mill making export goods has sold its entire production to May, 1906, and mill men state that they could sell goods far into next year's delivery if they would take orders now. The demand for goods may be said to be unprecedented in the history of cotton-manufacturing. The one great need is for ships to carry our goods. The foreign business is limited only by the carrying capacity of the ships available, and this fact is urged in favor of a ship subsidy. The home markets are holding their own, but are not as active as the export trade.

AN EXAMPLE OF SOUTHERN PLUCK.

Illustrative of the spirit of self-reliance, upon which the future of the South rests, and of the determination of Southern boys to get the best education is the following letter:

Columbus, Ga., April 11, 1905.

Editor Manufacturers' Record:

Several years ago, while a student at the Georgia School of Technology, I had the pleasure of hearing you make the commencement address. It was then that I learned how deep is the interest which you have in the upbuilding of Southern industries and of the natural friendship which you must feel for those who are giving their best efforts for the advancement of Southern interests.

To come briefly to the point is this: I am a graduate of the Georgia School of Technology in textile engineering, and have, since I left school in June, 1903, worked as an operative in several of the cotton mills in Columbus. At present I am working at the Bibb Mill, the finest yarn mill in the South.

Last summer I spent three months in visiting the New England cotton mills, having letters to the most representative mills in the various manufacturing districts.

I am not satisfied with what I have learned in this country, and I desire to go to England and Germany this coming summer to remain perhaps a year, and to thoroughly master their methods. This I intend to do, but it requires money as well as ambition.

Folger Johnson, now a student at Columbia University, but a graduate of Georgia Technology, expects to accompany me to Europe, leaving New York about the 10th of June. We expect to work our passage across and to work after we get to the other side. We hope to secure some good company who desires to have its products well advertised in Europe and who is willing to pay us a moderate salary or commission for our services.

Being in such close touch with the manufacturers of this country, we thought that you could and would be good enough to suggest several good firms or articles and to advise us as to the best method of obtaining positions on the ships, for it is necessary that we should work our way. We are not especially desirous of working for a textile machinery company, for that would bar us from the very places we are anxious to see, the English shops.

Feeling that I have asked a great deal, but that I have asked it of one who is willing to help those who are trying to help themselves, I earnestly await your reply, and thank you very much for the same.

Yours very truly, GUY GARRARD.

A couple of years ago, in furtherance of the right sort of education in the South, the MANUFACTURERS' RECORD published a number of letters from the heads of agricultural and mechanical colleges in the South telling of the efforts made by their students to earn

enough to meet the expenses of their schooling. The exhibit was a gratifying one of manly independence and determination, which is reinforced by this letter. Young Garrard has evidently determined to learn the whole cotton-milling business and to be beholden to no one in gaining his knowledge and experience. From an official of the Georgia School of Technology, where he and young Johnson stood well among the students in disposition and character, we have a note stating that he preferred to begin at the bottom of the business and undergo whatever privations and denials might be necessary to his eventual promotion. Since then he tells us he has studied practically the situation in New England, and now wishes to enlarge the scope of his experience by going abroad. Still inspired by the sturdiness of character which seems to be part of the task of the Georgia School of Technology to develop, he wishes to pay his way in his studies abroad and makes quite a businesslike proposition to manufacturers of this country as a means to that end. It is hoped that this may fall under the receptive eye of some manufacturer able to recognize a good thing when he sees it.

A FIVE-DOLLAR FEE SOUTHERN INDUSTRIAL "PARLIAMENT."

Our friend, the *Chronicle* of Augusta, Ga., thinks that the MANUFACTURERS' RECORD was "very vague" in its suggestions to the South regarding the so-called "Southern Industrial Parliament" that was to be held in Washington May 23. We regret that anybody should have discovered any vagueness in our allusions to the "Parliament." Our suggestions were based upon experience with similar enterprises in recent years, and we cited at length the Philadelphia meeting three or four years ago of the so-called "Southern Industrial Convention" as the most striking and fresh example of the results of the South's giving any support whatever to such undertakings representative of nothing substantial in the South, but tending to create erroneous and injurious impressions about the South in the minds of the misinformed elsewhere.

As a matter of fact, the vagueness in this particular incident is limited absolutely to the "Parliament" itself. The thing was put out from Washington with nothing indicating the responsibility for it, though the violent effort to give it a standing appeared in the allusions to the material which was to be furnished by the Agricultural Department, the Bureau of Commerce and Labor and the Marine Hospital Service. Since then inquiries have been made. Some have brought forth certain definite statements, not, however, entirely free from vagueness. For example, the Columbia (S. C.) *State*, ever ready to give unquestioning welcome to any new proposition, from Marie Van Vorst to Ogdensism, and the *Raleigh News and Observer* publish in connection with the use of the names of Governor Heyward of South Carolina and Governor Glenn

of North Carolina, respectively, as being told about the "Parliament" an apparent identical note from Washington concluding as follows:

Delegates will be seated only after registration. Applications for registration, accompanied by fee, \$5 check, payable to W. C. Murphy, will close at 4 P. M., May 21. Seats in the Parliament and rooms at the hotel will be assigned in the order of application.

Moreover, Mr. L. L. Gilbert of Montgomery, Ala., secretary of the Commercial and Industrial Association there, has at last received from Washington a reply to his letter of inquiry, and the reply said:

The Southern Industrial Parliament is not a private enterprise, and is backed by no individual. It will be composed of delegates from all the States, and its expenses will be defrayed by a registration fee of \$5. Dr. Walter C. Murphy of this city has been designated to look after the correspondence and to arrange details here.

This communication from Washington fails to say what "the expenses" of the "Parliament" are to be and who designated Dr. Walter C. Murphy "to look after details," and why. There is something vague about that, as there is also about the statement in special correspondence from Washington in a Southern paper describing Dr. Walter C. Murphy as "formerly of North Carolina, but for a number of years resident in this city." Then, in an interview credited to him in two or three Southern papers in which he makes the astonishing and startling statement that "no assemblage of Southern representatives since the adjournment of the Secession Convention in Charleston, S. C., in 1861 is fraught with greater interest to the people of the South than the Southern Industrial Parliament," and adds:

The results of the Charleston convention were secession, disunion, fraternal strife and war. The object of the coming Parliament is commercial fellowship, industrial growth, American supremacy, one language, one country and one flag.

Rot.

But there is nothing vague about the suggestion:

Applications for registration, accompanied by fee, \$5 check, payable to W. C. Murphy, will close at 4 P. M., May 21.

We can imagine delegates tumbling over themselves to pay that \$5 registration fee and get a front seat.

EDUCATIONAL CARPET-BAGGERS

A few weeks ago a New England "Professor" appeared in a leading Southern city. He offered no letters of introduction. The very fact that he was a "Professor" from the North seeking to study Southern schools and willing to inspect the schools of that particular city was sufficient evidence of his position. The school board gave him carte blanche to visit the schools, to talk to the classes and to tell the poor, benighted teachers how they ought to teach. The newspapers interviewed him, woman-club society women took him up and dined and wined him. One sick teacher was informed by her principal by telephone that the "distinguished Professor" was willing to teach her class of young ladies for the day, but she, not having been caught by the fads of the time, protested that he should not do so, and in order to make this impossible she managed to get up out of bed and go to her class. A few days thereafter the "distinguished Professor" was in jail, and he is still boarding at the city's expense, because of having skipped many other boarding-places and having changed his name too often.

This is a true tale without exaggeration, and it happened in one of the largest cities of the South only a few

weeks ago. It is only an illustration of the ways of the day with some Southern educationalists. The political carpet-bagger of 40 years ago, who came down to live on and off the South by corrupting its politics and destroying its material wealth, is succeeded now by the educational carpet-bagger, male and female, who, having left their own country for their country's good, seek to live on and off the educational life of the South, and if permitted to do so will do infinitely more harm by corrupting its mental powers than all the harm done to its material affairs by the old-time carpet-bagger. No one who knows the MANUFACTURERS' RECORD will ever charge it with not bidding a hearty welcome to the South to people of other sections. We want men and women, poor and rich, learned and unlearned, to come South and take part in the development of this great section, but we warn the South against taking up every unknown "Professor" who comes down here claiming to be a great teacher and able to tell the South how to teach, for the mental carpet-bagger, male and female, is abroad in the land, and the South is the field of operation.

THE RAILWAY CONGRESS.

According to information from Washington, the International Railway Congress, which is to be held there next month, May 3 to May 14, will be accompanied by the largest and most complete exhibition of railroad appliances that has been held. In the park south of the White House, and between it and the Washington monument, a number of temporary buildings will house the exhibits, and these structures are now being prepared. It has been usual to hold such expositions in connection with the various railway congresses in the past, but at none of them has the space equaled that which will be occupied at Washington—90,000 square feet, besides the aisles and passages.

There will be a main building 300x160 feet, with 250 exhibits, but in addition to this edifice a large number of smaller buildings, about 50, it is said, will be erected for exhibitors who prefer to have their displays each under a separate roof. Practically all the well-known manufacturers of railroad materials and supplies will be represented in the exhibition, and some of the private buildings will be of commodious dimensions, having floor space of about 2000 square feet, the others ranging from that downwards.

Temporary tracks will be provided for the exhibition of various types of freight and passenger rolling stock.

It is expected that between 1000 and 1200 delegates will attend the congress, most of them from foreign countries, where railroad managers are manifesting much interest in American development of transportation facilities, and particularly in method of operation along the most advanced lines of economy as practiced in this country. Many of the leading experts on railroad operating in Europe will be present, and a free and valuable interchange of ideas is anticipated during the sessions, which are to be held at the Willard Hotel, within easy reach of the exposition buildings. The papers read will relate to construction, equipment and operating, and as five years have passed since the last congress—which was held at Paris in 1900—the rapid advance in railways will doubtless be fully reflected in the discussions as well as the probable developments of the near future, including the trend towards electricity for operating local trains in

densely-populated districts adjoining large cities.

Within the last several years different European railroads, including British lines, have studied and adopted some American methods, necessitating an increase in the size of engines and cars in freight traffic, especially those devoted to the conveyance of minerals. While the increase in size of such equipment has not equaled the size of some rolling stock in the United States, it has been nevertheless very great, 40-ton "wagons" succeeding 20-ton "wagons" in the coal and iron-ore traffic, and engines of 100 tons weight being built. Passenger equipment has likewise undergone some modification, American types of both cars and locomotives being built, and while (especially the cars) they are not generally adopted, the use of them has been found of advantage in such service as approximates in conditions the service in this country.

But it must not be inferred that the gain in knowledge has been all on one side. America has also learned from Europe. The advantages of passenger cars with side entrance (instead of doors at their ends) for dense suburban traffic have been appreciated, and at least one prominent company here has adopted for such business a type of day coach which, although a modification of the common foreign type, embodies its essential feature—the side entrance—which makes passengers enter and leave the train more rapidly than if the common American type of car were used, thus accelerating the schedules of trains composed of the new vehicles. Foreign locomotives have also interested American railroad managers, some of whom have either imported specimen engines for experiment or have built engines on the plans of the foreign designers for the purposes of investigation in order to discover whether they found the advantages claimed for them along the lines of strength and economy of operation. The old notion that Americans had nothing to learn from Europe and that Europeans had nothing to learn from America concerning railroads has been dispelled. It is true that conditions surrounding operating are very different on the two continents, but progress has disclosed the fact that each has developed methods which can with advantage be adopted by the other.

No doubt all who attend the congress will make some valuable acquisitions to their stocks of knowledge by a study of the displays of railway equipment and materials and supplies. American manufacturers have been prolific in their efforts to anticipate and meet the demands of railroads, with the consequence that many articles in general use are the products of inventive genius in this country.

MORE SAFETY ON RAILROADS.

In its issue of December 15 last the MANUFACTURERS' RECORD referred to an article by F. W. Haskell in the *Engineering Magazine* concerning the cause of most railway accidents, the conclusion reached being that neglect of rules was principally responsible for wrecks. In another editorial published January 12 reference was made to the success of block signals on the Texas, New Orleans & Pacific Railway (Queen & Crescent Route), in that they had increased not only the safety of the road, but its capacity and the speed of trains.

Now the same company is conducting a series of experiments tending to elevate the ability of its enginemen to a very high plane. These are styled "surprise tests," and consist of giving all

kinds of danger or caution signals at unexpected times and places. Before these tests began the enginemen were instructed to strictly obey rules and not to follow usage, as most of them were doing. The words "Safety Before Speed" are to be conspicuously placed in the cab of every locomotive, so that the occupants may daily "read, mark, learn and inwardly digest" them and be constantly governed thereby. Very satisfactory results are anticipated.

Since the tests were started a skilled engineer who failed in them was notified to appear before a new officer styled the train-rule examiner, who questioned him rigidly upon the code of rules. The offender passed his examination with a high average, after which his case was referred to the superintendent for discipline, the conclusion being that carelessness on the part of the engineer was responsible for his failure in the tests. Yet the percentage of failures has been very small, and it is stated on official authority that the men expect to equal the record of a Chicago line, which gave 590 surprise tests in one month without one failure.

This sort of thing is in line with real progress. It is only by being held up to a strict accountability that men can do their best in any line of effort, and in such important work as that of running trains scarcely any conditions could be too severe. By becoming accustomed, through this experience, to observing every rule of governing their movements, the enginemen will soon break the bad habit of sometimes taking chances with which they were too familiar and which resulted disastrously to them as well as to the trains under their control. They will be inspired to their utmost vigilance, and this can be followed only by the establishment of a high degree of safety on the line. This will reduce the possibility of wrecks to the failure of either equipment or track and to damage by the elements. Keen inspection may in great degree eliminate danger from the first two of them, and to some extent from the third.

The tests on the Queen & Crescent Route will no doubt be watched with deep interest by all railroad men, for there has been a general awakening about the frequency of accidents and the losses entailed thereby. This gives reason to hope that many other railroads will institute "surprise tests" for their men, and after they have nearly or quite attained perfection will insist that their efficiency be maintained, for only by such methods can perfect safety be approximated.

ONE END OF OGDENISM.

An advance notice dated April 21 of this week's Ogden Conference at Columbia, S. C., publishes a list of 120-odd attendants, 56 of them being South Carolinians, who had up to that date been assigned to homes. This in spite of the earlier grandiose announcements of the host of "distinguished visitors" from all parts of the country, "about 1000 being expected from south of Mason and Dixon's line," who were to attend the Conference; in spite of the invitation having been sent "to 6000 persons who are on the mailing lists of the Conference;" in spite of the sandwiching in the Conference of a meeting of superintendents of public instruction in the Southern States to fill out a day's program; in spite of a change of date for the inauguration of President Brown Ayres of the University of Tennessee to enable excursionists to attend the functions both at Knoxville and Columbia, and in spite of half-rate fares to the latter city. Should everybody who at-

tends the sessions at Columbia permit his or her name to go on the mailing list of the Conference (also useful, perhaps, to the book-publishing trade), the number of names there will probably be increased by perhaps 1000 South Carolinians, who, to be sure, are mostly south of Mason and Dixon's line. Meanwhile curiosity seekers searching through the Conference for the more than 1000 "distinguished visitors" from all parts of the country, and desiring to learn why a special train, containing representatives of newspapers expected to tell folks how harmless and gentle the thing is, was brought to the Conference by Mr. Ogden, might find profit in pondering upon the dispatch of April 21 from Newport News, Va., giving the program for Hampton Institute's anniversary, including an address by Booker T. Washington of Tuskegee Institute, and concluding as follows:

Robert C. Ogden's party is expected to reach Hampton from its Southern tour in time to participate in the exercises. Mr. Ogden is president of the board of directors of the institution.

It will be recalled that the visit of the Ogdenites to Hampton following the Richmond Conference of 1903 was characterized as the dessert of that Conference, and that said dessert was garnished by the statement of one of the Ogdenites, in the presence of a mixture of whites and negroes, that Jesus Christ was "dusky-skinned."

The regular annual end of the Ogden Movement is either Hampton Institute or Tuskegee Institute, or both, with or without dangerously suggestive garnishments.

Yet it is possible that rivalry for the next meeting of the Conference will be worked up between Memphis, Tenn., and Columbus, Ga.

EXPENDITURES TO BE MADE BY THE RAILROADS.

Nothing has lately attracted more attention in railroad and financial circles than the proposition of the Union Pacific Railroad to issue \$100,000,000 of new stock. It is not yet announced as to what will be the function of this issue, but that it will be used for improvements of some sort appears to be generally anticipated. This step by the Union Pacific is like the developments which are going on in the finances of various other railways, the purpose of them all being to enhance transportation capacity, and by so doing prepare for handling a vastly increased volume of business which farsighted traffic managers anticipate in the next several years.

Commenting upon this action of the Union Pacific and on the prospect that it is for the purpose of improvements, Holland, the New York correspondent of the Philadelphia Press, also refers to the decision of the Big Four line (the Cleveland, Cincinnati, Chicago & St. Louis Railway) to issue \$11,000,000 of new stock for double-tracking considerable of the system and for other purposes. Alluding to the rapid growth of business which has made imperative such an important increase of trackage, the correspondent very sensibly remarks that 10 years ago even the astute managers would hardly have ventured to predict that in 1905 it would be necessary to double-track much of the system.

Yet the experience of the Big Four is in no general way different from that of other important roads in the country. All of the big lines have within the last five years felt the pressure of growing traffic and its strain upon their facilities more and more, and although huge sums have been expended to meet these

conditions, the future promises that still larger disbursements must be made immediately if the railroads would not fail to meet the requirements of business a year or two hence. Both the Pennsylvania and the Baltimore & Ohio railroads have recognized the impending boom in traffic, and are preparing for it by making large additions to their equipment and by improving and enlarging their track facilities. The Baltimore & Ohio, for instance, has just completed an important change of line in Ohio which secures it much lower grades and easier curves from Pittsburgh to Chicago Junction, with double track for nearly all of the way. The Pennsylvania is also improving its main line across the State of Pennsylvania between the Pittsburgh district and tide-water, and has in contemplation extensive improvements on its New York and Washington line, principally between Philadelphia and Baltimore. One of these improvements—the building of a splendid double-track bridge across the Susquehanna river to take the place of the old single-track structure which has been in use about 40 years—is already under way, and the construction of a belt line around the city of Baltimore for the purpose of keeping freight traffic outside of congested tunnels and terminals there is seriously considered, though not yet approved by the directors. The Baltimore & Ohio also has in contemplation a cut-off from its main line so as to make a somewhat similar detour of the Baltimore terminals for fast freight going through from the West to Philadelphia and New York. Then there is the sum of \$50,000,000 just raised by the Gould interests for a Pacific-coast extension.

The growth of railroad business within the past 10 or 12 years may be accepted as indicative of what is to come within the next decade. In the early nineties the gross earnings of the Baltimore & Ohio and the Baltimore & Ohio Southwestern were in round figures about \$30,000,000 per year; now they are more than \$65,000,000. The building up and reconstruction of the Baltimore & Ohio's new line under the direction of President Cowen, costly as it was, was done none too soon, and the wisdom of those expenditures is proven today by the vastly increased earnings of the system. Moreover, the buying of larger and better equipment has kept pace with the increase of track facilities, and while 10 years ago an order for 100 locomotives was thought to be a tremendous thing, President Murray is buying this year 250 locomotives in one lot. The Pennsylvania has also given order for more than 500 engines, and may, it is said, increase this order. These are but instances of what the companies are doing, and, in addition to those named, the Southern Railway, the Chesapeake & Ohio, the Atlantic Coast Line, the Norfolk & Western, the Seaboard, the Frisco and others may be mentioned as preparing for rapid growth of business.

Notwithstanding all that has been done and what is in prospect, there are those of experience in railroad management who predict that the full import of the future has not been realized, and they fear that serious freight congestion will result at various points unless more tracks and more equipment are provided and made ready for use within a year or two. It is their argument that danger lurks in conservatism amid conditions now surrounding the railroad business, and that if a liberal spirit is not manifested in preparing for growth of traffic not only inconvenience, but a

proportionate loss of business will result to such companies as fail to make full preparation for what is coming. In support of their contention reference is made to the criticisms which were expressed long ago upon the building of four tracks by the New York Central Railroad between Albany and Buffalo, and by the later building, by the New York & New Haven Railroad, of four tracks from New York to New Haven. In these instances experience showed that the additional facilities were provided just in time, and in the case of the New York Central the ownership of the West Shore line, with two more tracks, provides facilities none too great for the traffic across the Empire State, and as for the New Haven road, it is said that perhaps six tracks should have been constructed instead of four.

The general trend of these arguments is that most of the railroads have not fully seen and comprehended the ratio of growth of population and the consequent expansion of business in this country. According to the census of 1900 the growth in population from 1890 was about 20 per cent. Assuming a similar rate of increase to continue from 1900 to 1910, the population now should be about 85,000,000 people as compared with 76,000,000 five years ago. But the increase due to immigration has been remarkably heavy, all records having been broken within the last several years by the extraordinary influx of new people from Southern and Eastern Europe. This swelling of immigration would, of course, tend to increase the ratio of growth of population in this decade as compared with the last, and may assist in giving us in 1910, instead of 91,000,000 or 92,000,000, a total of very nearly, if not quite, 100,000,000 people.

Provision for the needs of from 16,000,000 to 20,000,000 more people (four or five times the population of New York city and its environs) in 10 years would necessarily impose heavy burdens upon the mills and factories of the country and consequently upon the railroads, and that without taking into consideration growth of business from the increase of exports and imports or from the natural growth of consumption of products which accompanies the increase of wealth in the country. These are the factors which demand study by railroad managers in their preparations for the future. The men who have been counting in thousands must now calculate in tens of thousands, and others who have been casting their sums in hundreds of thousands must enter the million class. Upon their capacity to adjust themselves to the ever-changing and expanding conditions depends the successful movement of the commerce of the country within the next five years.

UNAPPALLED AT "FUTURES."

In a letter to the MANUFACTURERS' RECORD Mr. Theodore H. Price of New York says:

I take this opportunity to compliment you on the excellence of your paper, and would certainly miss it. The occasional "roasts" you give me add to my enjoyment of your paper.

SOUTHERN IMMIGRATION CATECHISM.

Does the South need immigrants?

It does.

Does the South want any kind of immigration that may be turned in its direction?

It does not.

What kind of immigrants does it desire?

In preference to any others, thrifty men from other parts of the country, either

natives of America or resident in the United States sufficiently long to be Americanized. As second choice, new arrivals in this country who have not left their birthlands for the latter's good, but who are equipped to prosper in contributing to the upbuilding of the South. No degenerates, no anarchists, no revolutionists, no paupers, will be welcome.

How about Italian settlers?

Very acceptable, provided they are of the class of Italians who labor with plow or pick and are not content to trundle a hand-organ about the streets or to sell taffy or peanuts.

What of the plan of Commissioner of Immigration Sargent to divert immigrants to Southern ports for distribution?

It should be touched gingerly, if not absolutely rejected. To place the power of distributing immigrants in the hands of the general government creates the possibility of any section's being turned into a disposal plant for the sewage of immigration, the valuable elements being sent to sections more favored by the government. The South cannot afford to run the risk of becoming the dump for human refuse of Europe, so much of which is now pouring into New York, Boston and other Eastern ports.

The South must not be caught napping in this matter.

IMPLEMENT AND FERTILIZER DEALERS ON COTTON ACREAGE REDUCTION.

Definite judgment about the extent of the success of the movement for a reduction in cotton acreage this season seems to be at the moment impossible. Bankers in close touch with growers in all parts of the cotton belt, cotton manufacturers vitally interested in obtaining a reasonable estimate as to the size of the coming crop, and the managements of cottonseed-oil mills, also affected in like manner, have tried to gauge the situation, and the impression left by the expressions of opinions by probably 2000 persons thoroughly representative of these classes in the South is, that while the reduction in acreage may not be as great as was contemplated three months ago, inasmuch as perfect organization of a million growers is impossible, and as somewhat extensive reduction in the older growing sections will be accompanied by some increased acreage in new lands, there will be, not only through lessened acreage, but through soil and weather conditions inferior to those of the last crop, a considerable decrease in the size of the cotton crop of 1905. This impression is strengthened by letters filling nearly nine pages of the May issue of the *Southern Farm Magazine* of Baltimore from agricultural-implement dealers and manufacturers and fertilizer interests written in response to requests that they give their views, based upon information obtained in dealing direct with the farmers, or through their agents, as to acreage reduction and diversification of crops.

The letters from fertilizer dealers and manufacturers come from Alabama, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Texas and Virginia, embracing practically all the cotton belt except Arkansas and the Territories, besides other Southern States, and those from implement manufacturers and dealers come from practically the same Southern territory, as well as from Illinois, Indiana, Iowa, Michigan, Missouri, New Hampshire, New York, New Jersey, Ohio, Pennsylvania and Wisconsin. The implement interests note that Southern farmers are buying more freely in their special lines, and while few of those outside of the South seem to be in a position to judge from their increased business with the

South whether or not it means less cotton acreage, and while some of them incline to the belief that the movement for reduction will be hampered by selfishness on the part of men who expect the other fellows to do the reducing, practically all of them agree as to the fact of greater diversification of crops.

Their Southern brethren closer to the cotton fields venture upon more definite statements, which are, however, not always harmonious. For instance, one Alabama dealer expects that if the acreage is no more reduced over the whole South than it has been in his immediate vicinity there will be a 12,000,000 or 14,000,000-bale crop, while one at the capital of the State looks for a reduction of from 15 to 25 per cent. A Kansas City firm has reports of reduction in Oklahoma, and a Nashville firm with 42 salesmen on the road covering the entire South expects a reduction in acreage of 15 to 25 per cent., this agreeing with the estimate of a Louisville (Ky.) firm, whose 100 salesmen make reports averaging a 20 per cent. reduction. And so the estimates vary in North Carolina, South Carolina, Tennessee, Georgia, Florida, Mississippi and Louisiana.

Though it is difficult for fertilizer dealers to tell positively the uses to which their products are to be put, the general consensus of their opinion is that the acreage will be reduced, even where intensive cultivation will not reduce the amount of fertilizer bought. The estimates of reduction in acreage, not unaffected in Mississippi, Louisiana and Arkansas, for instance, by the backwardness of the season, range from 10 to 12 per cent. in Alabama and South Carolina to 20 and 25 per cent. in Georgia and Louisiana, a balance perhaps being slightly approached in Georgia between an increase in Sea Island and a decrease in upland, while in one part of Texas cotton is almost tabooed and the local papers are ridiculing any planter who openly talks of raising cotton.

Both classes of correspondents find a general tendency to give more attention to diversified crops. These crops vary in different localities, and include sugarcane, hay, peas, beans, corn, wheat, alfalfa, barley, millet, tobacco, peanuts, melons, cantaloupes, truck of various kinds, strawberries, sweet potatoes, oats, Irish potatoes and rice, while many farmers are turning their attention to poultry and to hogs and cattle, to forage crops and to orcharding. This modification in agriculture is indicated by increasing sales of improved implements of various kinds, of wire fencing, pointing to a greater number of cattle, and of higher grade of fertilizers going into truck-raising and the growth of other crops than cotton. And, after all, diversification is the key to the whole cotton situation, for with more heed given to the raising of home supplies or to fruits and vegetables as money crops the cotton situation will be largely self-adjusting, especially with an expansion in the use of labor-saving machinery, including steam plows in the flat land, mechanical cultivators, and, as one correspondent points out, the mechanical cotton-picker, for which he, with many others, is looking. Diversification of crops, to be thoroughly effective for Southern progress, must be preceded by a more general use of improved machinery and implements, inducing better methods of cultivation, and must be attended by an economic handling of the cotton from the field to the factory.

Immigration, special farm topics and general Southern interests are also discussed in the May issue.

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lished monthly by the Manufacturers' Record Publishing Co., Baltimore, Md. Price \$1 a year.

COTTON FOR BAGGING.

Some weeks ago the MANUFACTURERS' RECORD called attention to a movement centering at Charleston, S. C., for a more extended use of cotton in the manufacture of bags for fertilizers, etc., to take the place of burlaps. The Columbia State publishes an interesting letter from Geo. A. Wagener, president of the Royal Bagging and Yarn Mill of Charleston, in which he calculates that if cotton bags should be used for fertilizers, grits, rice, grain, sugar, salt and cement 2,000,000 bales of cotton would be required for their manufacture. Grocers of Charleston unite in stating that experience has taught that the bag is a better package than the barrel for many products, because there is no freight to pay on it, it is cheaper, it is of value when empty, and it is easier to handle. It is thought that this movement may ultimately add to the annual consumption of cotton in the South, the addition of 2,000,000 bales annually to the consumption being likely, too, to contribute to the stability of prices for the raw staple.

REGRETS.

In the face of many, many difficulties the MANUFACTURERS' RECORD has tried to believe that the terrible lapses from accuracy which have been made by the State of Columbia, S. C., in its sociologizing campaign were merely due to infantile ignorance. We have tried to think that the State would be honest. Its squirming in its self-entanglement in the case of the Rev. Dr. William E. Hatcher as manifested, especially in its editorial of April 24, is so pitiful that we almost hesitate to refer to it. But we must say that it tends to weaken the opinion we would like to hold about the State.

WOULD BUILD RAILWAYS.

In the same mail the MANUFACTURERS' RECORD has received two letters bearing upon plans for construction of railways in the South. As the best means of hastening the ends desired they are published below. Mr. W. A. Peterson, cashier of the Mt. Vernon Bank, Mt. Vernon, Ga., writes:

"You are probably more interested in the upbuilding of the South than any publication that I know of, and if it is not trespassing on your valuable time too much I would like to get a little advice.

"The people of this town and another two and one-half miles distant are thinking of putting in a light car line connecting the towns and to extend probably 10 miles into the country. I would be glad to know your opinion of the cheapest motor power that we could use for this purpose, and also about what would be the cost per mile of trackage, including motor power, rolling stock, etc.

"I see a great deal in the papers about a gasoline motor that is being experimented with for such purposes. I would be glad to know your opinion of it, its cost, and the name and address of the manufacturers if you happen to know.

"Any information you may be able to give me pertaining to the above subject will be greatly appreciated."

Mr. W. H. Gardner, chairman of a citizen's meeting of Union City, Tenn., writes:

"We people down South have come to the conclusion that, of all men living, you know more about any matter or subject pertaining to the material development of our country. I mean our beloved South. To the point: Our people are agitating an electric-railroad line connecting our town with several smaller ones—'feeders'—and going west from here to the Missis-

sippi river at Tiptonville, Lake county. Now, then, we want to find out the best way to get in correspondence with capitalists or moneyed promoters who know a good thing when they see it, and, seeing it, will take hold. We feel sure the line we contemplate will be a large-paying investment from the start and that such can be shown at a glance. The whole distance will be 40 miles. Now, then, we want to put up—donate—a good margin, including clear right of way, to somebody who will go ahead and build the road. Now, my dear sir, if you already know such a party or parties, or can give us your views as to who to communicate with, you will do us a great favor."

DONE THROUGH A LETTER.

Mr. George Singleton of Dover, N. J., in a letter to the MANUFACTURERS' RECORD says that the Singleton Silk Manufacturing Co. has purchased the Isatta Mills at Augusta, Ga., and will manufacture silk there. He adds that the purchase of these mills by the company is the outcome of a letter published by the MANUFACTURERS' RECORD about two years ago.

The MANUFACTURERS' RECORD takes great pleasure in noting that Mr. Charles Ducas, mining engineer, formerly editor of the *Railroad Gazette*, has become associated with Mr. Ray D. Lillibridge in the business of technical publicity, with offices at 170 Broadway, New York.

THE SOUTH'S PROGRESS.

A New York Paper's Comments Upon The Wealth in This Section.

In the course of a financial article devoted to Southern railroads the New York Times says:

"The South has been the region of the last two years' best progress. Perhaps high-priced cotton added impetus to the industrial advancement already started. Perhaps promoters and enterprising people selected the South because the East and West and Northwest had been depleted of their opportunities. Perhaps the great potential wealth of the South is a new discovery to most of us. Whatever the cause, the South has grown and is growing with marvelous rapidity. The expected Southern iron merger is a result of the development of wealth, as its accomplishment will be a stepping-stone to greater wealth. There is more iron ore in Alabama than in any other State in the Union, and more coal in Alabama than there is in Pennsylvania. And the iron and the coal are found together, whereas in the North they lie a thousand miles apart. Upon this point Professor Hayes of the United States Geological Survey has recently reported: 'The wonderful proximity of the three essentials in the production of iron and steel exist throughout the Birmingham territory. In some places in this region the coal is mined on the mountainside and carried by gravity down to the lower level, where it is transformed into coke. At the base of the mountain containing the coal stands the smelter, surrounded by limestone, giving all the flux needed, while from the opposite side of the gully ore is taken from the ground. Here we find the ore, the fuel and the flux at the very doors of the furnace, a condition that cannot be excelled anywhere else in the country.' What an opportunity for a gigantic steel enterprise! With a capital not a tenth as great, the Southern iron companies which it is proposed to merge have more iron and coal than are included in the vast holdings of the United States Steel Corporation.

"Potential wealth is sometimes a long while in the process of becoming tangible wealth. The South has always possessed the potentiality. But the rapid approach

of real activity and development accounts for the increased value now being accorded to Southern securities. Men have dreamed of Southern growth for years. They are dreaming of it again today, but this time with more believers in its near presence.

" * * * There is plainly here the working out of a patient plan for the development along harmonious lines of all the railroads of the South. There is also evidence here of the value of railroads in building up a country. The securing of through routes to connect with the grain markets of the West is only one detail of the help the South has gained from the large railroad systems, which in their previous disjointed, local grouping they have been unable to give to it. Some will go so far as to say that the South's whole trouble is due to the backwardness of its railroads. This fault now remedied, rapid growth is assured. The apparent strengthening of the community of interest is excuse for a great deal of enthusiasm upon conditions in the South. And the natural vent for that enthusiasm is in the market for its railroad stocks.

"A point of difference between the growth of railroads in the West and the growth in the South is in the lesser volume of bond issues. The West had to borrow and build to meet an overwhelming growth in population. The risks were many and the fixed charges were not easy to meet. The South has kept pace with traffic demands with less inflation, pouring in earnings through wearisome years. Only those who have stood by the South during all these years of waiting are able to appreciate the vast potential wealth that has been built up, and that now is feeding upon the prosperous conditions which seem to be opening up for the South. Speculation may have many ups and downs, and Wall Street may be long in shaking off its indifference toward Southern prospects. But every time a moment of quiet comes in the maelstrom of ups and downs, and the constant demand for tips and theories and rumors gives place again to inquiry about values, the progress of the South will stand out clearer until even Wall Street will recognize its growth."

Sheffield's Pipe Works.

In its issue of March 30 the MANUFACTURERS' RECORD announced brief details regarding the arrangements completed for establishing at Sheffield, Ala., a pipe plant with a daily capacity of from 160 to 200 tons. The company filed its articles of incorporation this week under the title of the Sheffield Cast Iron Pipe & Foundry Co., with an authorized capital stock of \$500,000. Ten acres of land have been purchased as site for the plant, and the grading work is now in progress. When completed the plant's pay-roll will amount to probably \$20,000 per month. Officers have been permanently chosen as follows: President, J. W. Worthington of Sheffield; treasurer, W. N. Parsons of New York; auditor, J. G. Aderton of New York. They, and Messrs. S. B. McTyer and Snowdon McGaughey of Sheffield, are the incorporators.

The Southern Railway Co. announces the following appointments: H. B. Stafford, commercial agent, Birmingham, Ala., vice R. B. Pegram, promoted; H. P. Wade, traveling freight agent, Little Rock, Ark., vice H. B. Stafford, promoted; C. E. Gay, Jr., general agent at Havana, Cuba, vice J. L. Edwards, promoted. Asheville line, A. G. McWhirter, Jr., soliciting agent at Nashville, Tenn., vice H. F. Wade, promoted.

The oyster commission of Louisiana is planning to establish a State oyster experiment station.

REMARKABLE ACTIVITY IN ENGLISH TEXTILES.

[Special Correspondence Manufacturers' Record.]

Manchester, England, April 12.

Following upon the protracted period of depression in the Lancashire cotton trade has been experienced a remarkable era of prosperity for our spinners and manufacturers, and the monthly returns published this year by the Board of Trade have reflected a most gratifying improvement: indeed, the export business has been quite unprecedented in volume. The beginning of the revival was indicated by the extensive buying of China merchants, who booked large lines and gave long time for delivery. In October many of the manufacturers were sold for seven or eight months ahead, not alone for China, but also for India and the smaller outlets of the East. Our total shipments of cotton piece goods in November was on a large scale, the yardage being much greater than in the same month of the previous two years. Last year, up to November, the increase on the previous two years was close upon 20 per cent., and fully 46 per cent. of our total shipments were to India. The latter is significant, and shows how very much Lancashire owes to India for her cotton trade. The exports of cloth in December were extraordinary, being 590,718,100 yards, bringing up the total yardage for the year to 5,591,971,000 yards, an increase in volume on the previous two years equal to about 8 per cent. The actual increase on 1903 was 434,000,000 yards, a most satisfactory state of affairs when it is remembered that in Lancashire we are spinning finer counts and making finer cloth than hitherto. The takings of the British East Indies for 1904 were 2,374,907,800 yards, or about 42½ per cent. of our total shipments. China (including Hongkong) was our second best customer, her business with us having extended to 549,073,900 yards, or 71,383,400 yards more than the previous year.

The present year opened with the prospect of a record, and this was further evidenced by the Board of Trade returns for January. They showed that our cotton trade was in a really flourishing condition. The oldest trader finds it difficult to remember a time when the engagements of manufacturers were so deep—engagements, too, made on a basis profitable to them. In January no less a quantity than 78,500,000 yards of cloth went from this country to China. Assuredly an enormous length, and more than was taken during January by the whole of Europe, the Levant and the United States of America. This shows the great importance of the trade with China to this country. The demand during January for this outlet had been especially in specialties for autumn shipment. In view of the heavy business that was done in the opening month of the year, it was expected that during February the China demand would show a considerable slackening, but not so; the market was surprisingly active, and a fairly large business was put through in heavy goods and shirtings. Delivery dates were mostly 12 months, and in some instances 15 months ahead. The continuance of the active demand and the capacity of absorption were astonishing even to those who thought they understood the conditions of the Celestial Empire. There was a keen inquiry at the end of the month, and good bookings in Mexicans, bleaching cloths, brocades, and exceedingly heavy orders for shirtings. It was reported that one firm of manufacturers alone had booked half a million pieces of 10-pound shirtings for delivery up to June, 1905. Prices obtained were full ones. The capacity of absorption of this market was not more astonishing than

the seemingly elastic power of production. The Board of Trade returns for the month showed enormous exports of piece goods, 513,000,000 yards, i. e., an increase on the preceding February of 31,500,000 yards. China led the way, her increase being over 50 per cent. Entering upon the month of March we found the demand from the China market on a considerably reduced scale, although in some directions important transactions were entered into, mostly for shirtings, bleaching cloths, T-cloths and Mexicans. In practically all cases the length of time for delivery was June next year. Prices obtained were full ones, and there was not the slightest indication on the part of makers of any inclination to give concessions. Midway in the month it was thought by many that the heavy buying would have been temporarily suspended and that a period of quietness was to be looked for, but inquiry remained heavy, and, notwithstanding the fact that in the majority of cases the delivery required was an impossibility, the amount of actual business put through on the average fully equaled output capacity. Possibly this demand was being helped in the firm tone in American cotton. If so, it showed either that users of goods were mostly of opinion that the existing range of prices for the manufactured article would eventually prove to be cheap, or that they recognized the necessity of securing a sequence of delivery, and that to do so it was absolutely imperative they should book when the opportunity occurred, else their competitors might forestall them. As far as could be seen, price differences were quite a secondary matter; the period of delivery was the first consideration. Manufacturers were seen to be firmer than ever, the majority raising their prices with those of raw cotton, but forgetting to drop them when cotton prices receded. Little was heard of cancellations owing to non-fulfillment of contracts, as replacements were too difficult to obtain. At this time 635,000 looms were running full time in Great Britain, and it was stated that the number would likely be increased by 15,000 before the end of the year. In the closing days of March manufacturers were so heavily engaged that many offers were unacceptable except for protracted shipment probably as far away as July, 1906, and at full prices. It was pretty generally thought that China's powers of absorption were not nearly expended and that prices would not stop the further enlargement of engagements where manufacturers cared or were able to accept them. Delivery was the main deterrent to a big business, the capacity of most makers being at full tension. The demand is so difficult of fulfillment, it is said, that second-hand looms in good condition are being bought at advancing prices.

Just as I mail this letter the March exports of cotton piece goods, as shown by the Board of Trade returns, are to hand, and the figures are prodigious. They are 539,795,800 yards, against 437,818,200 yards in March, 1904, and 486,476,400 yards in March, 1903. For the first three months of the year we are now more than 150,000,000 yards ahead of last year. Towards this remarkable result China is the chief contributor, the exports for this market for March alone having been as much as 76,730,200 yards, against 47,535,100 in 1904 and 45,402,300 in 1903. It would appear, however, that the volume of trade with China has reached high-water mark, for with the first month of April we have to record a somewhat slow and featureless market. Although there has been a fair

amount of business, transactions are of much less magnitude than the normal of the last few months, and even smaller than last week. Both manufacturers and merchants seem to be of one mind as to the desirability of a pause. Those who are able to deliver so soon as, say, autumn months have little difficulty in arranging business at satisfactory prices, but they are becoming fewer. Producers do not show the slightest inclination to consider any offers at concessions, and would-be buyers, if they wish to fulfil orders in hand from their customers, have to take what they can get, for although there is just a chance that present prices may prove to be dear, by the time this happens actual deliveries now obtainable will not be then available. Shippers continue to press manufacturers to keep up deliveries.

The increase of exports may be said to have been general, and reflects the highly satisfactory condition of the Lancashire staple industry. The India market, of course, has been a very important factor in inflating our trade. Price differences early in the year interfered with any great amount of business being engaged in with India, but as January advanced the engagements entered into were decidedly encouraging. Manufacturers, however, were in so strong a position with bookings that they would only make small concessions, and it is almost unnecessary to state the business was mainly for late summer delivery. The principal business was in bleaching cloths, printers, shirtings, dhooties, jaconnets and mulls. At the end of January manufacturers, bleachers, dyers, finishers, etc., were all congested with orders, and booked for many months of full capacity. The exports of cotton piece goods during January, as shown by the Board of Trade returns, amounted to nearly 478,000,000 yards, i. e., about 20,000,000 yards more than the previous January, and the Far Eastern customers, of course, showed the principal increase. There was an astonishing increase in the takings by India in February, buyers being more disposed to give longer time for delivery, some deliveries being arranged as far away as February of next year—a position greatly favoring manufacturers. The heaviest lines of bookings were in shirtings, dhooties, mulls and bleaching cloths. Towards the end of February buyers were keenly anxious to book 12 to 15 months ahead at current prices. They found manufacturers hard to deal with, and prices were being increased in order to check the demand. When the Board of Trade returns came to be made up for the month it was seen that in volume of trade India had filled second place to China, having shown very substantial progress. Considering the late heavy shipments, it was surprising to find at the beginning of the month of March that, according to cable and mail advices, Indian stocks were reported low. There were still extensive bookings in printing and bleaching cloths and a fair business in shirtings and dhooties, all at firm prices and mostly for delivery in the spring of next year. At the month's end, however, a slight falling off in activity was noticeable, both price and delivery standing in the way of business, the latter being the principal factor. If it had not been for this the probability would have been that the March returns would have been exceptionally high. Merchants and shippers became disappointed at the inquiries, but manufacturers were glad of a little breathing space. The volume of trade transacted during the month was, nevertheless, highly gratifying, the British East Indies having taken 223,697,700 yards, or 27,622,400 yards more than in March, 1904, though a decrease of 7,298,500 yards on March, 1903. There has since been a fair amount of business for India and the smaller outlets of the

Far East, but distinctly less than the average of the last few months. Still the outlook is considered favorable to the resumption of a large business.

The takings of Japan during March showed a distinct improvement on the same month of 1904 and 1903, the yardage being 6,350,700, against 1,377,400 and 5,033,400, respectively. Greater business would have been done but for the fact that early delivery was sought. Orders were canceled in some instances at the commencement of January, owing, probably, to the strained financial resources of the Japs in consequence of the war, but renewed activity was apparent a month later, especially in fancies and specialties. Not much business, however, resulted, for although prices offered were better, delivery dates stood in the way. A large business was done in white shirtings for late autumn and winter delivery. Latterly the market has been quiet, but in view of the possibility of an early peace it has become more active than it had been for a considerable time. Should peace be consummated in the near future the demand from this market will soon be much more in evidence. The difficulty will be in obtaining deliveries early enough to cover requirements, for stocks in Japan must have been depleted. There is not in Lancashire a very optimistic view of an early peace.

Germany and Holland increased their takings in March by about 2,000,000 yards each, and Belgium had 1,000,000 more than in March, 1904, and over 2,000,000 more than in March, 1903, whilst Turkey has recently shown a greater inclination to take our goods. In March she had 30,499,100 yards, or an increase of 6,424,700 yards on the same month of 1904, and of 290,900 yards of 1903. Egypt took 24,248,800 yards, this being 8,441,400 above her yardage of March, 1904, and 5,195,200 above that of March, 1903. Increases are also shown by Morocco, Persia (more than doubled), Dutch East Indies (increased by 7,500,000 yards), Philippine Islands, United States (1,000,000 yards more than in March, 1904, but 1,500,000 less than in March, 1903), foreign West Indies (increased by over 1,000,000), Central America, Peru (1,500,000 increase), Chili, Brazil and Uruguay. The bookings to British possessions in March have been 256,263,700 yards, or 33,055,300 yards more than in March, 1904, and 7,450,600 yards less than in March, 1903.

In view of the flourishing condition of the Lancashire cotton trade, the consumptive capacity of both spindles and looms is sure to go on increasing, and when the next official return is compiled it will show a great advance on the last one. Another sign of the healthiness of the industry is the fact that the manufacturers have entered into a compact with the Northern Counties Weavers' Amalgamation to increase the weavers' wages, to date from July next. The increased volume of trade put through this year has been at prices which have allowed the manufacturer a handsome profit, and he can therefore well afford to make the concession to his weavers, winders and warpers.

Iron and Steel Materials for Construction.

Messrs. Clark & Weiss, 308 Board of Trade Building, New Orleans, La., want to correspond with rolling-mill companies and manufacturers of iron and steel beams and girders. They contemplate entering the field for supplying all kinds of metal work to contractors, and desire to correspond with the manufacturers relative to representing them in the South.

The Chamber of Commerce of Greensboro, N. C., has elected Mr. George F. Newman its permanent secretary.

COTTON-GOODS SITUATION IN PHILADELPHIA.

[Special Correspondence Manufacturers' Record.]

Philadelphia, Pa., April 25.

The census of 1900 ranked Pennsylvania fifth in the manufacture of cotton goods, with 7 per cent. of the total output of the country, chiefly conducted by mills and subsidiary plants at Philadelphia and Chester. The use of cotton for decorative fabrics originated in the Quaker City, where it has been brought to perfection, cotton tapestries and chenille curtains being the most conspicuous in this line. The growth of the carpet industry in Pennsylvania has also been remarkable. From being third in the United States and producing 21 per cent. of the total in 1850, the volume of manufacture had by 1900 grown to first place, with 48 per cent. of the total output of carpets and rugs, produced almost entirely in the city of Philadelphia, where there are probably more ingrain carpets now made than anywhere in the world. Desultory attempts were made with finer fabrics, but with less success in the matter of Brussels looms. Tapestry weaving is also a considerable feature in this city, which is, moreover, the leading center of the hosiery industry of the country, but not so important in the making of knitted underwear. Philadelphia leads the United States in the production of fine lace curtains, their product amounting to about \$5,000,000, and employing over 5000 persons. Mr. Joseph H. Brownley was the first to promote the industry, and, in addition to the important mills in which he is already interested locally, comes the announcement that he awarded a contract last week for the erection of a \$2,000,000 lace mill, which will give employment to several thousand hands and be the largest in the country.

This city is pre-eminently the headquarters of the jobbing and commission business in all classes of cotton yarns. A representative of the MANUFACTURERS' RECORD has made a canvass of the general business situation here, and finds unanimity as to the excellence of prevailing conditions. The early and middle months of the winter just past were extremely dull, as jobbers and manufacturers kept holding back from purchasing stocks, a continued recession in prices being deemed probable, in sympathy with the marked decline which had taken place in raw cotton following the abnormally large crop of last season. But with the end of February it became apparent that no advantage was to be gained by longer waiting, and a very decided revival of orders for yarns set in from jobbers and manufacturers. There are no indications of any such phenomenal activity as the Lancashire mills are experiencing, nor do the manufacturers anticipate even a near approach to "boom" conditions. The volume of business in cotton yarns is good, healthy and at satisfactory prices; in fact, there has been a general advance of about one cent per pound in the past 30 days, in which all grades of yarns, both fine and coarser, have participated. A particularly active demand exists for yarns for lisle goods, the manufacturers of madras shirtings also reporting their establishments very busy. Knitting mills are ordering largely, some contracts being reported for deliveries to begin in August, which will extend into December before completion. As a rule, Philadelphia sells close up, and does not get much of the kind of trade calling for next year's delivery.

Southern yarns are the largest seller in this market, especially the coarser numbers for the carpet trade, the proportion of Southern-made yarns used in the Philadelphia trade being variously estimated at from 10 to 20 times more than from the

New England mills. The commission men declare that in certain grades the South is making every bit as good a yarn as the Eastern product, and that in South Carolina they are making combed Sea Island and Egyptian yarns that are simply perfect—not excelled anywhere in the world. Occasionally one hears the opinion expressed that the New England yarns are put up with greater care and nicety, but it is somewhat exceptional to find any marked preference given them, either for quality or price, unless it be in special lines for manufacturing the finest grades of hosiery, lace and upholstered goods. This latter, by the way, is another large industry here, but is just now experiencing the dullness common to this time of the year, as upholstery manufacturers do not enter upon their busy season for another month or so.

Philadelphia does not seem to take much stock in the Southern hue and cry about holding over the balance of the cot-

ton crop and cutting down acreage. At all events, the sentiment is not reflected by any strongly-expressed opinions here that materially higher prices are to prevail for cotton-goods stuffs due to cotton-crop conditions. As one prominent manufacturer put it: "With a surplus already on hand down South, no certainty of concerted action to curtail the acreage for next season, and the doctrine of probabilities in favor of at least an average crop, why should there be any phenomenal or extraordinary advance in the price of the raw material?"

In more than one quarter the MANUFACTURERS' RECORD's representative found a prevailing impression that the South is overdoing the manufacturing end of the cotton business, from an investor's point of view. The criticism was more particularly directed to the unwisdom of too many mills going into similar and less profitable lines of goods; that the time has arrived when the South should begin to specialize and strike out into knitted goods and lines from which larger returns are possible, instead of competing on low-priced fabrics.

W. J. B. P.

RENEWED PROSPERITY OF SOUTHERN MILLS.

[Special Correspondence Manufacturers' Record.]

Charlotte, N. C., April 24.

For some weeks past there have been unmistakable signs of a growing improvement in the cotton-mill business of this section, and, in fact, of the entire South. This is seen in the building of new mills and the enlargement of others. The whole Southern cotton-milling field has taken on the air of renewed prosperity. One of the potent factors is an increase in the export business. The South has been weak on this point for years, but the export business is now being steadily, if slowly, worked up. It can be said with truth that the export mills in the South are sold up at prices showing big profits. The yarn mills are in a particularly good condition. As having a bearing on this statement I know of one large mill on export goods that is sold up to May, 1906, and covered with cotton at a profit of six cents a pound. This is equivalent to about \$10.50 per spindle for the year's profit, or 50 per cent. on a mill costing \$20 a spindle.

As showing the progress American mills are making in developing foreign markets, and at the same time how little they are doing as compared with English mills, I submit the following table of exports:

Cloth.		
American:	Yards.	Value.
February, 1904.....	28,350,153	\$1,719,524
February, 1905.....	61,359,579	3,512,216
British:		
February, 1904.....	481,478,200	26,976,485
February, 1905.....	512,989,500	29,706,780
Yarns.		
American:		Value.
February, 1904.....		\$14,226
February, 1905.....		22,918
British:		
February, 1904.....		5,998,655
February, 1905.....		3,927,445

These figures tell the story in brief. It is stated by many mill men that they could sell goods far into next year's delivery if they would take orders now. The demand for goods may be said to be unprecedented in the history of cotton manufacturing. The one great need, as one cotton-mill man puts it, is for ships to carry our goods. The foreign business is limited only by the carrying capacity of the ships available, and this is urged in favor of a ship subsidy.

In the meantime, the home markets are holding their own, but it cannot be said that they are prospering in like degree with the export markets. Yet the cotton-mill men say that they have nothing to complain of, even in the condition

of the home markets. The increased export business is lifting them along.

To sum up the whole matter, the mills now running in the South are making money as fast as their spindles can turn. They are not equal to the demand now made upon them. The natural consequence is that there is to be more spindles and looms, and that in the end the South will export no more raw cotton, but will spin and weave its own product and put it on the foreign markets in the shape of finished goods.

This end may not be near at hand, but the indications are that it is coming. It is up to the Southern manufacturers to spin and weave all the cotton that the Southern farmers produce, and they are laying plans to do it. The building of new mills and the enlargement of old ones is significant of this fact.

The situation resolves itself into this: The plow against the spindle—a race between the farmer and the factory man. The need is for more factories to spin and weave the product of the Southern cotton planters. The factories are coming, and in time we will have enough of them to turn all of our raw cotton into manufactured goods. That is the goal the South is racing for. It is sure to win it soon.

WADE H. HARRIS.

REDUCTION OF ACREAGE.

Additional Opinions on the Much-
Discussed Subject.

The MANUFACTURERS' RECORD, which has recently published many letters bearing upon the question of reduction of cotton acreage, continues to receive communications on that subject. Mr. George A. Wright, manager of the Anderson County Cotton Oil Co., Palestine, Texas, writes:

"The crushing season has been very unsatisfactory. The mills, as a general thing, were overanxious to get seed; most of them had large quantities on hand, and the rapid decline caught them and caused them considerable losses. Again, the seed did not yield as much oil as in former years owing to the boll-weevil punching a great many bolls, and the seed did not fully mature. There will be some reduction in this county in acreage—I think from 10 to 15 per cent. Diversification is the order of the day. I believe the cottonseed-oil men have learned a lesson this season and will buy seed more conservatively for the next season. One thing I think in favor of the oil mills the coming

season will be that cottonseed will open up about \$9 or \$10 per ton, and I believe the mills will buy cautiously and economically and use that business sense that a merchant or banker would use. I believe if the mills will buy seed and sell based on the value of the profit, and stop so much circulation, their profits would be reasonable and compensating. Just a little common sense mixed with a little tact and the oil mills of the country would be all right. I have commenced preparing and have my mill in good shape for the coming season."

R. A. Ballowe, vice-president and treasurer Edgefield Manufacturing Co., Edgefield, S. C., writes:

"We are not familiar with diversified farming, but we watch very carefully the cotton crop. From the best information obtainable, which we get direct from the farmers, we feel satisfied that the decrease in acreage in this section will not exceed 10 per cent. in cotton. We think the fertilizer trade has increased here, but it is not because acreage in cotton has been increased. The farmers in this section are very progressive, and most of them raise a surplus of corn and meat and considerable quantities of oats, hay and wheat."

The Florida Manufacturing Co., Madison, Fla., writes:

"We have not finished crushing, and cannot state definitely the yield of oil. This section of the country raises Sea Island cotton, and our mill crushes Sea Island seed only, and the yield of oil does not seem quite so good this year as last, which we presume is accounted for by the fact that the weather was very dry when the crop was maturing. There seems to be fully as much cotton planted in this section as usual."

Mr. M. C. Poole, president and secretary of the Cross Anchor Oil Co., Cross Anchor, S. C., writes:

"We have not yet closed down our season's run, but we will have crushed more seed this season than last and get about the same amount of oil. The fall off of oil is due to the dry fall and the seed did not develop. The outlook is for a reduction of cotton acreage of 16½ per cent. As much fertilizer will be used, but on other crops, as diversified farming is establishing itself with the farmers. The outlook for the coming year is not as good as last, because of the late spring, and we look for a big slump from last year's crop."

A Match Factory.

A company of which W. H. McElwee of Statesville, N. C., is manager is establishing a match factory at Ronda, N. C., about six miles from Elkin. A building 90x100 feet, two stories high, equipped with machinery for manufacturing 1000 gross of matches per day will be used. The machinery is the invention of a Philadelphia man, and embodies several new features. Enough of it has been installed to test its working capacity and satisfy the promoters of its fitness to do the work. The manager has ordered \$20,000 additional machinery from the D. A. Tompkins Company of Charlotte, N. C., for the complete equipment of the plant. Beside the main building, the company has secured another large building, in which it will manufacture its own boxes. A soft white pine which grows in the mountains and peculiarly adapted for the purpose will be used in making matches.

Mr. I. H. Sykes, the newly-elected secretary of the Progressive Union of Columbus, Miss., is expecting to land several new enterprises for that city. About \$700,000 invested there in factories last year added more than 2000 to the population.

SOUTHERN MILL MEN.**Addresses to Be Made at Their Annual Convention at Knoxville.**

The forecast of the program of the ninth annual convention of the American Cotton Manufacturers' Association at Knoxville, Tenn., May 10-11, includes preliminary addresses by Gov. J. I. Cox of Tennessee, Mayor W. H. Gass and Mr. Wm. B. Lockett of Knoxville, President Brown Ayres of the University of Tennessee, Mr. Arthur H. Lowe of Fitchburg, Mass., and the following formal papers:

President R. S. Reinhardt, Lincoln, N. C., annual address; J. W. Nasmith, patentee of the Nasmith comb, Manchester, England, "The Critical Analysis of the Detaching and Piecing Processes in Combing Machines;" L. C. Bullington, Westinghouse Electric & Manufacturing Co., Pittsburg, Pa., "Steam Turbine;" Harvie Jordan, Monticello, Ga., "Closer Trade Relations Between the Producer and Spinner;" William Whittam, Jr., editor *American Cotton Manufacturer*, Charlotte, N. C., "Foreign Consumers of Export Goods and Their Requirements;" Geo. M. Carpenter, chief inspector Tennessee Coal & Iron Co., Nashville, Tenn., "An Explanation of the Various Analyses, With Comparisons and Remarks of the Effect of Various Impurities and the Causes of Excessive Clinker, Ash and Smoke;" Louis I. Guion, Columbia Mills Co., Columbia, S. C., "Detailed Experiments as to the Power Required to Drive Cotton Machinery Electrically;" Fred A. Wilde, manager A. T. Atherton Machine Co., Pawtucket, R. I., "Winders;" H. C. Burnett, Humboldt Cotton Mills, Humboldt, Tenn., "Spinners Should Be Ginners;" John W. Fries, banker and manufacturer, Winston-Salem, N. C., "Dust;" Wm. G. Nichols, Springfield Mills, Chester, S. C., "Waste—Especially That Unaccounted for in Manufacturing;" B. W. Hunt, Middle Georgia Cotton Mills, Eatonton, Ga., "What a Northern Man Has Learned From Thirty Years' Residence in the South;" J. H. M. Beatty, director Textile Department Clemson College, Clemson, S. C., "Textile Training in Its Relation to the Milling Industry;" B. C. Fennell, Southern agent, Atlanta, Ga., "Jones Underfeed Stoker."

The closing session, for active members only, will be convened with reports of secretary and treasurer, of committee on finance, of committee on ways and means, of special committees and with new business and the election of officers. It will be followed by a trip around the city, compliments of the Southern Railway Co.

The commissioners for the Southeastern Passenger Association, covering points in territory south of the Ohio and Potomac and east of Mississippi rivers; for the Trunk Line Association, comprising New York, Pennsylvania, New Jersey, Delaware, West Virginia and Maryland, and the New England Passenger Association, comprising Maine, New Hampshire, Massachusetts, Connecticut and Rhode Island, have granted a rate of one and one-third fare plus 25 cents for the round trip. Purchasers of tickets will pay full fare going and secure from ticket agents at starting points certificates to be used by an agent of the railroad companies at Knoxville, after which tickets may be bought at one-third one fare for the return trip. In a circular letter telling of hotel rates, etc., Secretary C. B. Bryant says:

"While the social and educational features predominate at these conventions, the members and guests are becoming more and more acquainted with the peculiar advantage of meeting several men on business purposes at a minimum cost of time and traveling expense, thus saving a particular trip to each man's place of business. The secretary will be most pleased

to aid in making any and all such appointments or engagements, both for members and guests. Knoxville is making preparations to give us a hearty welcome and a royal good time."

For the information of the gentlemen who contemplate attending the convention it may not be inappropriate to state that it is understood a number of those who have already expressed their intention to attend contemplate being accompanied by their wives and daughters, thus very pleasantly bringing about a congenial gathering of a number of ladies from various sections of the cotton-manufacturing districts of our country.

SOUTHERN MACHINERY DEALERS.**Spirit of Their Organization Shown at the Savannah Convention.**

In his address of welcome to the visiting manufacturers at the opening of the annual meeting at Savannah, Ga., of the Southern Supply and Machinery Dealers' Association, in session this week, Mr. William G. Wilmot of the Wilmot Machinery Co. of New Orleans admirably typed the spirit animating the association. He sketched the fundamental part in the development of the country played in recent years by the manufacturers, and said that while the supply men, jobbers and other middlemen might not have an exaggerated opinion of their own importance as a factor in distributing products, he was inclined to believe that there are times when they fail to appreciate what it has cost the average manufacturer in time, money and brains to bring his product to the point where it is acceptable and necessary to the general trade. He traced the wonderful advance made in the South in industry and commerce, and pointed out the importance of the supply man in advertising during that advance particular lines of goods and augmenting the credit of manufacturers and keeping their forces together in dull season. The all-around equipment of the supply man was dwelt upon, and in conclusion Mr. Wilmot said:

"A Northern man by birth, a Southerner by adoption, and a supply man in a sense by choice, I speak for the South without reservation or apology. To the many young men who have left their homes, families and friends in distant States and cast their lot in our midst, who have succeeded, in the face of being strangers in a strange land and in spite of obstacles and exorbitant expense, who, as I have said before, have come to us with new ideas, new energies, and gone forth endeavoring to gratify a frenzied ambition, setting new examples and lending new inspirations to our already ambitious sons and brothers, to you we gladly grant all the success you have achieved and heartily implore you to go on with the fight."

"To the capitalists who have risked their golden shekels in the promotion and developing of our farms, our forests, our railways, our rivers and our mines, we gladly extend to you the right hand of fellowship. To the manufacturers who have devoted their time and energies to uplifting the cottonseed from a mere fertilizing life and converted it into fine soaps, butter and lards, to clean and feed the multitudes in the crowded cities and the converting of the cotton lint into high-grade and finished prints and fabrics, who have converted the luxurious sugar-cane into granulated and refined sugars and the thousand of other things that have gone on to uplift humanity and rebuild the South, to you we would say, that while we have got a great deal of cash, if you can use our paper, command us to deliver."

"But to you, my brother supply men, you who have put your shoulder to the wheels of commerce, who have seen that the line shafts have been continually turning, who have always stood the great and useful

mediator between the producer and consumer—the manufacturers' aid, the workmen's friend—to you let me stand man to man, heart to heart, and shoulder to shoulder."

The formal program of the meeting, which will continue until Friday, included speeches by President J. H. Estill of the Savannah Chamber of Commerce, President Peter E. Blow of Knoxville of the association, W. M. Mix of Mishawaka, Ind.; Geo. V. Denny of Savannah, C. H. Briggs of Dallas, C. B. Carter of Knoxville, J. J. Disoway of Atlanta, John G. Christopher of Jacksonville and Thomas G. Hyman of Newbern, with discussions of practical details of the trade led by Joseph W. Wall of Quincy, Ill.; Wm. G. Simmons of Nashville, Tenn.; Bayless Lee of Memphis, Thomas Fritts of Chattanooga and Forbes Liddell of Montgomery.

QUIET BIRMINGHAM MARKET.**On the Threshold of the Season of Active Buying in Iron.**

[Special Cor. Manufacturers' Record.] Birmingham, Ala., April 24.

Since last letter there has been no change in the iron market. One interest reports a demand that absorbed its full current output, but, as a rule, the various interests report a very quiet week. Transactions were of small volume, and from the character of the orders it was evident that buyers were supplying only their current necessities. The most of the sales made were for nearby delivery, though some of them included the third quarter. No one is quoted at a basis higher than \$13.50 for No. 2 foundry, and at that price approved buyers can name the delivery. There were some sales of No. 2 foundry at that price, and also of No. 2 soft for delivery during April, May and June, the amount being 300 tons. There were some sales of No. 3 foundry at \$13, and No. 4 went at \$12.75. Gray forge is quoted at \$12.50, with only very moderate amounts going. Some No. 1 foundry was sold at \$14, and moderate sales of charcoal iron were made at \$17 to \$17.50. It is not intended to create the impression that there was any weakness in the market, for current quotations prevailed in the sales made, but the market was quiet, with limited transactions. We are at the threshold of the season when active buying usually prevails, and the statisticians figure that when it sets in the supply for immediate and nearby delivery will be found very disappointing.

The contract for about 14,000 tons of water mains in New Orleans was secured the past week by the United States Pipe Co., and it is but natural to anticipate that the most, if not all the iron needed to fill the contract should come from this district. The contract figures were pretty close, being \$24.50 for the 48-inch size and \$22.43 for the other sizes.

The contracting firm of Black & Laird of this city were bidders for the sewer pipe, amounting to about 65 miles. It is stated upon acceptable authority that their bid is the lowest and best on 45 miles of it. We have as yet no official declaration of this, but it is accepted as a fact, and the firm, which is at work now on our sanitary sewer, is being congratulated on success. The contract involves about \$300,000.

The feeling heretofore reported concerning the future of the iron market remains unchanged. We are beginning to have an increase in the production, but it is as yet of no moment, and it will be some time before it will cut any figure of importance in the market. When the new stacks are put to work there will be some (now active) that will return to a season of innocuous desuetude, rendered necessary by demands for repairs. The Tennessee Company is gradually adding to its furnaces

in blast, but it has been in a measure handicapped by the difficulty in obtaining labor. In this respect it is not alone.

In coal and coke there has been a change for the better, and supplies of each have materially increased, with the prospect of such continuance for some time to come. The record at the Graves mines, operated by the Lacey-Buck Furnace Co., shows that they have reached their normal condition as to output, and the record of other mines running as open mines shows a continuous improvement. This condition of affairs is evidence of the fact that the strike is practically dead and buried.

The market has been full of gossip concerning the consolidation of the Pratt Consolidated Coal Co. with other interests, but it was announced last week on high authority that the deal was off. At a meeting of the stockholders of the company last week a mortgage was made to the Central Trust Co., New York, for \$5,000,000 to cover that amount in bonds issued. The mortgage covers the real estate of the company, all its plants, mines, buildings, fixtures and machinery, and is dated April 1. The company is operating under a Delaware charter.

The report of the Car Service Association, just out, shows that the number of cars handled during March numbered 68,829. This is about 2000 in excess of March last year, and about 1400 in excess of March, 1903. As the improvement is mainly on the mineral branches of the various roads, it is another confirmation of the statement that the strike is dead and buried.

Some inquiries from Southern buyers have been made concerning the scrap-iron market here. The most of our scrap is used in the district, but there are odd times when one can supply his wants to advantage here. What is called here open-hearth steel scrap is quoted all the way from \$14 to \$17, with some sales at \$15. Heavy cast scrap is quoted from \$11.75 to \$12. Railroad wrought scrap is \$15 to \$16. Stove plate is \$9.50 to \$10. Old iron rails are \$16.50 to \$17. Old steel rails are \$13.50. Heavy steel scrap is \$12 to \$13. Standard sections relaying rails are \$25 to \$26. The owners of the Virginia coal mines, in which the awful explosion of February 20 occurred, have been flooded with damage suits whose aggregate so far foots up to \$1,000,000 or more.

Ground has been broken for the Masonic Temple, and there have been some large purchases made of real estate easily accessible to the railroads, which has given currency to the reports that a new passenger depot will be located thereon. The old depot has become too small for the growing demands of this growing city, and the demand for a larger one in keeping with our progress is imperative. The railroad people are not averse to the idea.

J. M. K.

Asphalt at Georgetown.

[Special Cor. Manufacturers' Record.] Barboursville, Ky., April 24.

A concern known as the Indian Asphalt Co. has been organized by Kentucky capitalists and a plant is now being erected at Georgetown for the manufacture of asphalt. Operations will begin within a few weeks, it is understood. The 51-cent grade of oil will be used for making the asphalt, and later illuminating oil will be refined from the light-grade crude. The initial daily output will approximate 500 barrels daily.

While the low stage of the oil market has been discouraging to field development, no perceptible decline in the number of drilling wells is apparent. Last week the number of strikes was greater than usual, the Wayne county division alone turning out 11 strikes, two of which do 50 and 75 barrels, respectively. W. S. HUDSON.

TO HUNT FOR CAPITALISTS.

Plan Adopted by the Beaumont Chamber of Commerce.

[Special Cor. Manufacturers' Record.]
Beaumont, Texas, April 22.

The Beaumont Chamber of Commerce is not satisfied with the progress its city is making in reaching out for new industries, and proposes to supplement its work of advertising and correspondence by putting a man in the field who will personally call on manufacturers who have shown by their correspondence with the organization that they are interested in Beaumont as a location for their business. They will first visit manufacturers in Ohio, Illinois and Iowa, as it is from these States they have secured the most interested manufacturers.

The virgin forests of pine and hardwoods and the rich agricultural country around Beaumont make it especially favorable for all industries using pine and hardwoods and which are related to agriculture. The permanence of the crude-oil supply gives Beaumont probably the cheapest fuel to be found in the South with the exception of those cities which have water-power or natural gas, and the railroads which have been attracted there by her pine lumber, rice and oil now give her excellent shipping facilities. The federal government has also materially aided Beaumont in her claim as a favorable location for manufacturing by appropriating at the last session of Congress \$536,500 for the construction of a canal connecting the Neches river, which is a deep, wide and navigable river, with deep water at Port Arthur.

Putting out a traveling representative is another forward step in the business of city-building, and is another evidence of the fact that Southern towns propose to use the best business methods in developing their resources and in presenting their advantages to less-favored localities.

"Yankee Thrift."

[Brooklyn Eagle.]

Albert Phenix has written a pamphlet entitled "Yankee Thrift: The Story of New England's Marvelous Industrial Development." The title may indicate to many minds a "dry subject," but the reader will find almost a fairy tale. Facts and figures are made to speak with an eloquence which is both entertaining and instructive. The beginnings of many of the industries are noted, and their obscure birthplaces. The excellence and soundness of the beginnings brought the spots that gave them birth out of their rural obscurity and simplicity, and made them cities of renown. Lynn became the shoe town, Danbury the hat town and other places are instanced. The varied conditions in the distribution of manufacturing establishments are discussed, and many satisfactory conclusions arrived at which are calculated to give people and genius in other parts of the country stimulation to plant their industries with character as well as capital at their back, and places now unknown will reveal themselves as great and important centers of production and population.

Notes of Nashville.

[Special Cor. Manufacturers' Record.]
Nashville, Tenn., April 22.

The annexation bill has become a law, and now we have truly greater Nashville, with a population of 140,000. Numerous new industries or extension of old ones are chronicled. A most noticeable feature of Nashville's real-estate transactions is the fact that much foreign capital is being used to purchase residence and business property. Skilled mechanics, and especially stonemasons, are much in demand in Nashville; the supply does not equal the needs of our contractors.

Over 1200 building permits have been issued since April 1.

There is a good opening here for a wagon factory.

CONCRETE IN FIREPROOFING.

Expanding Use of It in Rebuilding Baltimore.

The use of concrete in the construction of modern fireproof buildings has increased considerably in recent years, and where before the fire it was but little used in Baltimore, except in the construction of foundations, the few buildings that were constructed of it and which passed through the fire forcibly demonstrated all that is claimed for this system of construction.

Two notable illustrations stand boldly forth as an example, one being the bank building of the International Trust Co., which had a concrete floor, on which the walls of an adjoining building fell at a distance of 35 feet, but it still remained intact. The other was the annex of the office building of the United States Fidelity & Guaranty Co., the framework of which was of reinforced-concrete construction. The same methods that were used by the wreckers to pull down the buildings in the burned district were applied to this, but they were a failure. Subsequently a load test was made under the supervision of Capt. John Stephen Sewell of the United States Engineering Corps, a recognized expert on reinforced concrete.

A test of 300 pounds per square foot was made on a span designed for a superimposed load of 150 pounds per square foot, and it only showed a deflection of one-sixteenth of an inch, and an additional 100 pounds were then added, with practically no change in the result.

Although the use of concrete construction is as yet somewhat limited, it has been adopted in a great variety of buildings, among them being newspaper plants, power-houses, office buildings, hotels, warehouses and store buildings. In fact, there seems to be no class of structure to which it does not commend itself.

It has been acknowledged by its exponents that the length of time it takes to construct a building of concrete is greater than that of other methods, yet the results obtained in the finished product more than compensate the owner.

The cheapness of this method of construction in comparison with that of steel and mill or slow-burning construction is another important factor not to be overlooked, and the insurance premiums on buildings of this character are reduced to a minimum.

Some examples constructed or to be constructed of this material in this city, including a few outside the burned district, are the seven-story newspaper plant of the *Baltimore News*, which has a reinforced-concrete frame and limestone exterior; Kernan's Maryland Hotel, eight stories high, the elevator shaft in this building being four inches thick and 110 feet high; seven-story building of the Merchants' Hotel Co.; Carroll office building, six stories high; electric power-houses of the United Company at Westport and Highlandtown, six-story office building of the Maryland Life Insurance Co., Hotel Raleigh, four stories high; Maryland Casualty Co.'s building, three stories high; store buildings at 119, 121, 123, 125, 127, 129 and 131 East Baltimore street, and the warehouse of the Johns Hopkins Hospital on Light and Lombard streets. This building is the most notable example of all, as it is to be entirely of concrete, including not only the framework, but also the exterior, not a brick or a piece of stone entering into its construction with the exception of granite sills at the store entrances.

While the number of buildings in which the framework is of concrete is small in comparison with the total number of buildings erected in the burned district, yet in comparison with the number of fireproof buildings erected its showing is very favorable.

Concrete has been used considerably in the fireproofing of a number of steel-frame buildings, also in the construction of short and long span floor arches, partitions and elevator shafts, among them being Hotel Junker, seven stories high; restaurant and office building of Richard Goodwin, coffee-roasting plant of the C. D. Kenny Company, power-houses of the Eastern Electric Construction Co. at Locust Point and on Hopkins Place, and office building of the Carroll estate on Baltimore street.

FOR MANUAL TRAINING.

Significant Charge to a Grand Jury at Savannah.

In his charge a short time ago to the grand jury at Savannah Judge George T. Caine voiced a sentiment which has been gathering strength in the South for many years and has been urged again and again by the MANUFACTURERS' RECORD when he said:

"The great need of this county is manual training in its public schools. Education should be with special reference to that kind of education which can be most useful. This does not undervalue the classical education, but it must be reserved for the very few having the opportunity, the qualification or who are in such circumstances as to be free from the necessity of labor.

"The South today is no longer a purely agricultural section. Within the past few years she has produced in large quantities iron and steel; the number of miles of her railroads has increased greatly; in every State may be heard the music of the cotton loom; the value of the cotton goods manufactured in the South has grown in about 30 years from \$13,000,000 to \$120,000,000, a growth several times greater than the rest of the United States; the value of her miscellaneous manufactures has increased within the same period eight or ten fold. We have, then, become an industrial as well as an agricultural region. Are our educational opportunities sufficient for the industrial necessities? There can only be a negative response. Are our young men afforded opportunity to equip themselves for positions in the industrial arts? Are our industries able to fill their positions of honor and trust with our own boys, or do we have to go elsewhere? Are our young men afforded the chance to fit themselves to cope with the most skilled mechanics, or are they to be relegated to inferior positions, to imported or negro labor, because his own community has not afforded the poor boy the same advantages given by other communities 'to use his hands in unison with his thoughts, and finally to apply their combined power of thought and execution to useful and profitable purposes,' useful and profitable alike to the individual and to the county? 'It is skill which is in demand; skill acquired from experience and guided by educated thought and knowledge.' It is educated labor and direction that are now required rather than professional advice. The young man of trained mind and hand, willing to apply himself earnestly to industrial or commercial pursuits, is now rarely seen without employment. He can become self-supporting almost immediately upon leaving school, and hence a more valuable member of the community in which he lives.

"In our county the negro youth has given him at government expense training for industrial arts. This county owes it to itself that the white laborer and me-

chanic shall have furnished for their children advantages for industrial training. Are the white children to be handicapped by neglect?

"A previous grand jury has appropriated funds in their opinion to start manual training. For some reason nothing apparently has been commenced. If more money is necessary, see that it is appropriated even if other things are for the present neglected. Manual training is the pressing necessity now for this community.

"This brings me to the suggestion that we have a most favorable time to commence this invaluable work. We have three months in the summer of every year in which education is neglected in every form. Thousands of dollars of public property are idle. One-fourth of a child's available time is lost—two years out of the average eight years of a child's school life. Why not, then, utilize this property and this priceless time for vacation schools, the special feature to be taught in those vacation schools to be manual or industrial training? July, August, September, or a proper proportion of those months, may be utilized for this purpose. This is the trying period when children are in the streets all day, exposed to sickness and all the temptations of idleness. Manual training would be a magnet that would draw thousands of children. If the rooms of school buildings could not be used (though no good reason appears why, for at least some of the instruction, they cannot be), workshops could be built in the schoolyards. These need not be permanent, but could be of the knockdown style of construction. No matter how meager and insufficient, the main object of the vacation school would be accomplished, besides the vital thought it impressed upon the future citizens of our country that all work which contributes to comfort and pleasure and advancement is dignified and honorable. The girls could be interested in domestic art, taught the rudiments of housekeeping, to cut and make their own garments, the wholesome preparation of food, nursing, etc."

Activity in Iron Ore and Coking Coal.

A feature of the present remarkable movement in the iron trade is the renewal of activity in the taking up of iron-ore and coking-coal properties. As indicated in another column, the acquisition of Connellsville coal lands has been resumed on a large scale quite recently, and large interests are especially active. In iron ore the past month has been marked by negotiations for important Mesabi-range properties, notably the Leontonia, the Morrow and other mines of kindred ownership. Two large steel companies have added or will soon add these mines to their Lake Superior properties, and at prices marking a new record valuation upon Mesabi ores. There is good reason to believe also that the long negotiations that have been on, and off between the Great Northern interests and the United States Steel Corporation for the Hill properties will soon end in a definite contract that will add these vast supplies to the several hundred millions of tons the Corporation already has in reserve on this range. While it may be said that no such basis as \$1 a ton in the ground will govern in this greatest of Lake Superior ore deals, the amount that will eventually be paid for all the ore taken out in the life of the proposed contract will far exceed the \$65,000,000 involved in the purchase of the Rockefeller mines four years ago.—*Iron Trade Review*.

Another Pipe Plant.

A fourth pipe-manufacturing plant is announced for establishment at Anniston, Ala. It will be built at once, and contract for erecting the necessary foundry, 85x100

feet, has been awarded by the Anniston Foundry & Machine Co. to C. J. Houser. R. O. Watson has the contract for the grading. As soon as the new structure has been completed it will be equipped with the latest modern machinery for the manufacture of water and gas service and soil pipe and fittings. This machinery has already been ordered. Messrs. H. B. Rudisill and E. L. Turner compose the company.

APPALACHIAN RESOURCES.

Mineral Riches in Tennessee and North Carolina.

The topography, geology and mineral resources of the Greeneville quadrangle, which lies chiefly in Tennessee, but comprises also a portion of North Carolina, are described by Mr. Arthur Keith in a recent geologic folio of the United States geological survey. The folio contains a topographic map of the quadrangle, a map showing the areal geology of the region, a sheet of structure sections and one of columnar sections.

The Greeneville quadrangle embraces about 963 square miles, divided between Greene, Hawkins, Sullivan, Washington and Unicoi counties in Tennessee and Madison county in North Carolina. In its geographic and geologic relations this quadrangle forms part of the Appalachian province. The Appalachian mountains, under the local name of Bald mountains, occupy about 100 square miles in the southeastern portion of the quadrangle, and the remainder of the area lies in the Great valley. The entire region is drained by tributaries of Tennessee river—Nolichucky, French Broad and Holston rivers.

The formations which appear at the surface of the Greeneville quadrangle and adjoining portions of the Appalachian province comprise igneous, ancient metamorphic and sedimentary bodies, all more or less altered since their materials were first brought together. They consist of four groups of widely different age and character. These are the igneous and metamorphic rocks, including gneiss, schist, granite, diorite and similar formations; the volcanic formations, embracing rhyolite, basalt, diabase and their alteration products; the sedimentary strata of lower Cambrian age, including conglomerate, sandstone, shale and their metamorphosed equivalents; and the sedimentary strata, ranging in age from lower Cambrian to carboniferous, which comprises a great variety of limestones, shales and sandstones.

After describing in detail the rock formations of this area and the structure of the several strata, Mr. Keith discusses the general structure of the Appalachian province, and then considers the mineral resources of this region.

Deposits of building stone, road material, iron, zinc, lime and brick clay are known in this quadrangle, but by far the most important mineral product is marble. It is found in great quantity in that belt of the Chickamauga limestone which passes through the extreme northwest portion of the quadrangle. The part of this belt which lies farther southwest contains many notable quarries. In color the marble varies from white to cream, yellow, brown, chocolate, red, pink and gray in endless variety. The colors are either scattered uniformly through the rock or are grouped into separate crystals or patches of crystals. Their curious and fantastic arrangement is one of the chief beauties of this marble. A distinct reddish or chocolate line is characteristic of most of the marble in this region. Tests applied to this marble show that the better grades absorb little water and the rock is well fitted to withstand the weather. The crushing strength of marble from the purer layers is also very great. Tests of

a number of samples gave an average strength of 16,000 pounds per square inch.

Mr. Keith calls attention to the fact that a great natural resource of this region which has been little used is its water-power. The fall of the streams will no doubt be employed in time for manufacturing and for power plants of great value.

The Iron and Metal Trades.

In its weekly review the *Iron Age* says: "While the tonnage of orders on the books of the Steel Corporation, being 5,600,000 tons, exceeds the record considerably, it must be taken into account that the capacity is greater through the acquisition of Union and Clairton. The plants are running to the utmost now, the American Bridge Co., which lagged until the last few weeks, having had a rush of specifications and of orders. Practically all the constituent companies are operating to 95 per cent. of their capacity and upward, and this is typical of nearly all the great outside works.

"We are advised that so far as the Steel Corporation is concerned, the continuance of this condition of affairs for four months is absolutely assured.

"A number of reports are afloat which represent the pig-iron markets as weakening, but specific instances cannot be traced. Thus sales aggregating between 7000 and 10,000 tons of basic pig by a Virginia furnace to a series of steel foundries in the West are said to have been made at a concession. The transaction, however, is known to have been coupled with a deal in scrap, which may make the pig-iron figures misleading. There are rumors, too, of concessions by at least one interest in the Birmingham district.

"Comparatively little has been done in any of the distributing markets except Chicago, where there has been a fair volume of sales of foundry iron, malleable and charcoal pig.

"There has been some fair rail buying, a Southwestern road taking 9000 tons and calling for 15,000 tons more, while an Oklahoma line has purchased 5000 tons. An inquiry is in the market for 15,000 tons for Cuba. The new combination mill of the Republic Company at Youngstown, Ohio, rolled its first steel rail on the 22d, but will not probably be a factor in the rail market for the present, because the mill will produce sheet bars and billets. It will, however, help to relieve the scarcity in the steel market.

"The structural and bridge shops are getting a rush of new work. It is estimated that if the present rate of booking continues the American Bridge Co. will reach a total for the month of April of 75,000 tons, as compared with the record in May, 1903, of 101,000 tons.

"Among the orders placed during the week were 8000 tons for the Naugatuck Bridge, 3000 tons for the Cotton Belt, 1750 tons for a building in Pittsburg and 1000 tons by Post & McCord for the Iron Age Building, an eight-story structure 75x200 feet, which will house the mechanical department of the *Iron Age*.

"The cast-iron-pipe industry is being pushed to capacity. Among the large orders recently taken is one of 14,000 tons for New Orleans.

"The only advance announced during the week is that of the National Tube Co., making merchant pipe \$1 per ton higher and boiler tubes \$4 per ton higher.

"The weakening in the prices of old material, which began about two weeks since, has degenerated into a sharp decline in all the markets. The high prices have brought out a large amount of material which the opening of spring made it possible to move to market, and the efforts of weak speculators to get out completed the demoralization. This, however, may be

only temporary, since the steel works and mills are likely to use exceptionally large quantities during the next few months."

Louisville & Nashville Rumors.

It is rumored that the Atlantic Coast Line, which now owns a majority interest in the Louisville & Nashville, will lease the latter on a guarantee of 7 per cent. The Atlantic Coast Line originally secured a little over \$30,000,000 of the Louisville & Nashville stock at about 165, but it is understood that since then it has been a liberal buyer at much lower figures. It will be possible, therefore, for the Coast Line to lease the Louisville & Nashville on a guarantee of 7 per cent., since its earnings are far in excess of that amount, and then, having a perpetual lease, sell the stock which it owns at much higher figures than cost; in fact, it has been estimated that the Coast Line could in this way "eat its cake and still have it" and make a profit of \$14,000,000 or \$15,000,000 cash to go back into its own treasury. These are among the rumors which are prevailing.

An established importer of Magdeburg, Germany, has requested United States Consul Frank S. Hanna at that place to place him in touch with two or three firms exporting Texas cottonseed meal who may wish to establish an agency in Magdeburg.

The United States Geological Survey will co-operate with Mr. Earle Sloan, State geologist of South Carolina, in a study of the minerals in the mountain country and the undeveloped water-power of the streams of the State.

A large pit of silica has been recently discovered in Tennessee on the line of the Tennessee Central Railroad, and Traffic Manager E. H. Hinton is moving for economic development of the deposit.

The Columbus (Ga.) Board of Trade has decided to bring to Columbus members of the National Association of Manufacturers after that body's convention next month at Atlanta.

The Tennessee River Navigation Co. will add one boat, and probably two, for its service on the Tennessee river between Chattanooga and Kingston, Tenn., and Decatur, Ala.

A special agent of the national bureau of forestry will examine lands belonging to the University of Mississippi and report on the best methods of handling the timber there.

Report of the comptroller-general of South Carolina shows that the gross receipts of the 22 water-power plants of that State during the past year were \$496,620.83.

A dispatch from Beaumont, Texas, says that Messrs. Carnes, Bass and Beckenstein of Beaumont, Texas, bought last week 1,750,000 barrels of oil in storage at Jennings, La.

The new floating dry-dock for Merrill-Stevens Shipbuilding Co. of Jacksonville is nearing completion. It will cost \$80,000, will be 260 feet long and 83 feet wide.

The Birmingham Machine & Foundry Co. has received an order from Japan for a 26x48-inch heavy-duty Corliss engine to be shipped to Japan.

A new steamship service between Texas City and Mexican ports connecting with the Gould Line at Houston will be inaugurated May 1.

One of the new mills in Lancashire, England, with 84,000 spindles will be operated entirely by electricity, an innovation in England.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber in the Gulf States.

Concerning the lumber industry and negro labor, according to a dispatch from Washington, D. C., J. A. Ewing, a naval-stores merchant of Lumberton, Miss., who recently visited Washington, is quoted as follows:

"There has never been a time when the lumber and naval-stores industries of the South were as prosperous as they are today. The mills can hardly supply the demand for yellow pine, and prices are away up. It is the same way with turpentine, which is selling at from 50 to 60 cents a gallon, as against 20 cents a little while ago. An idea of the value of the timber may be had by the price of stumpage, which will average about \$25 an acre on land that at no very long period in the past could be bought outright for \$2 per acre. Many men from Michigan and other parts of the Northwest have grown immensely rich by investments in the pine lands of the Gulf States. The only handicap to our prosperity in Mississippi is the worthlessness of our labor. Conditions of existence are easy; a negro wants only a peck of meal and three or four pounds of meat to live on for a week, and when he can make enough in one day to support him for seven he is utterly indifferent about working. If one of them allows his wages to accumulate to \$30 or \$40 and gets his pay on Saturday night, by Monday he will have spent every cent of it in gambling or some other dissolute fashion. Not one in 500 exhibits the least symptom of thrift or frugality."

Alabama Lumber Deal.

A deal of more than ordinary interest to lumber circles around Mobile, Ala., was the recent purchase by Archelaus S. Terrill and associates of Chicago of the lumber plant at Fairford, Ala., which was originally built by the Seaboard Manufacturing Co. It consists of saw-mills, planing mills, dry-kilns and 110,000 acres of timber lands upon which it is estimated 20,000,000 feet of lumber may be cut. It is stated that all the timber has been boxed and all but 17,000 acres has had the large timber removed. The plant is at Calvert's station, on the Tombigbee & Northern Railroad, whose present terminus is Woodlawn. The announcement is made that the road will be extended to Carrollton, Ala., and when this is done the cut-over lands will be colonized. Consequently upon the purchase of the property was the incorporation of the Cotton Belt Lumber Co., with an authorized capital stock of \$1,000,000. The incorporators are Archelaus S. Terrill, Willis H. Bennett and Theodore Emery, all of Chicago, who are also the directors of the company. Willis H. Bennett is named as president, and A. S. Terrill, secretary and treasurer.

Timber and Mineral Lands.

It is announced that the Chattanooga Company, Ltd., a corporation of English capitalists, which owns 7000 acres of mineral and timber lands in the vicinity of Signal Point, on Walden's Ridge, near Chattanooga, Tenn., with 8000 acres of valley lands, will at once begin preparations for developing the tract. The property has a fine vein of coal underlying it, and abounds in iron ore. W. G. M. Thomas of Chattanooga, who is interested in its development, according to statements attributed to him, announces that the company will expend a large amount of money in opening mines if transportation facilities can be had. The Southern Railway is now engaged in the construction of a

line that will in all probability be accessible to these fields. In addition to the property of the Chattanooga Company, Ltd., D. P. Montague of Chattanooga and Eastern capitalists own 9000 acres of mountain lands adjoining, all of which is said to be rich in minerals and timber.

Turpentine from Sawdust.

The Pure White Turpentine Co. of Jacksonville, Fla., H. B. Snell, president, and J. G. Gardner, vice-president and general manager, has been organized and is now engaged in the manufacture of a machine for extracting turpentine and by-products from sawdust and crushed wood. The machine is the invention of J. G. Gardner, and is designed for the use of saw-mills cutting spirit-producing timber, among which are the long-leaf or loblolly pine and the Cuban pine. The manufacturers guarantee the machine to extract two gallons of turpentine from every ton of sawdust, but this is a low estimate, as it is claimed that the long-leaf or loblolly pine will produce from 5 to 12 gallons per ton. The inventor points out that by his process he secures an alcohol which is non-poisonous and the dryer in the turpentine is not destroyed, so that as soon as extracted the product is marketable to be mixed with paints and varnishes.

Turpentine Distillers.

The turpentine operators of Alabama, Mississippi, Louisiana and Texas, who held a meeting at Hattiesburg, Miss., last week, organized the Naval Stores Product Export Co. It is the purpose of the company, working along the same lines and in conjunction with the Naval Stores Export Co., which was recently organized at Jacksonville, Fla., with a capital stock of \$1,000,000, to control the turpentine production. E. C. Patterson of Savannah, Ga., is the general manager of the company, which will have its headquarters at that city.

Arkansas Dealers.

A communication has been received by the Board of Trade of Little Rock from C. M. Dickinson, president of the Arkansas Association of Lumber Dealers, asking as to what arrangements can be made for holding the annual convention of the association in that city. Several other cities have been considered as a place of meeting, but Little Rock is regarded as the most desirable location, and it is probable that arrangements will be made to have the association meet there. The meeting will be held within the next two months.

Saw-Mill Men.

The first district meeting for the State of Florida of the Georgia Interstate Saw-Mill Association was held at Tallahassee last week. This is one of a series of meetings arranged for Florida for the purpose of interesting the mill men of that State in the work of the association. Other meetings will be held at different points. Arthur G. Cummer is vice-president, and E. C. Harrell, secretary, of the association.

Wants Crates and Shooks Manufactured.

The Alberene Stone Co., 393 Pearl street, New York, wants to correspond with mill men in Virginia, West Virginia, North Carolina and Tennessee and nearby territory who handle North Carolina pine and will contract for cutting same into crates and shoos as per the Stone Company's specifications. Orders will be given for carload lots.

Lumber Association.

The Western Carolina Lumber Association, composed of lumbermen of Western North Carolina and sections of Tennes-

see, was permanently organized at Asheville, N. C., April 15. W. T. Mason was elected president, and J. E. Dickerson, secretary. M. E. Quinland, J. Q. Barker, J. M. Bernhardt, S. F. Chapman and M. B. Wilkinson were chosen a committee on freight rates. It is the object of the association to look after freight rates and car service.

It is reported that 60,000,000 feet of logs are on the Sabine river, en route to Orange, Texas.

New Fertilizer Factories.

The American Agricultural Chemical Co., whose Florida offices are in the Stockton-Budd Building at Jacksonville, has closed a contract with the Halsema-Woodcock Construction Co. for the erection of a large fertilizer plant at that city. The company has acquired a very commodious site with ample railroad and deep-water transportation facilities, and several buildings are to be constructed in connection with the plant. The main one will be 240x240 feet, three stories high, another building 60x200 feet, and a third 60x75 feet, to be used as an engine and boiler room. In addition, the company will erect dwelling-houses for the use of the foremen and operatives of the plant. L. B. Curtis, general superintendent of the manufacturing plants of the company, has been to Jacksonville and arranged for the installation of the machinery, which is to have a working capacity of 50,000 tons annually and will employ 150 men in its operation. John F. Gibbons is president, and Peter Bradley, vice-president, of the company. It has a capital of more than \$42,000,000, and operates factories in different parts of the country.

James J. McGrath of Louisville, Ky.; George W. Sanders and Raymond B. Trueman, both of Jacksonville, Fla., have announced that they will apply on May 15 for letters patent on the proposed charter of the Sanders Fertilizer Co., which is now on file in the office of the secretary of State. It is the purpose of the company to manufacture and deal in fertilizers. George W. Sanders, Raymond B. Trueman and James J. McGrath will officiate as president, vice-president, and secretary-treasurer, respectively, of the company. They will also compose the board of directors.

Phosphate and Fertilizer Notes.

The Interstate Cottonseed Crushers' Association will hold its next annual meeting at New Orleans May 16-18.

The Armour Fertilizer Works at Atlanta, Ga., has published an interesting little pamphlet entitled "The Pro and Con of the Cotton and Fertilizer Outlook," which condenses much wise advice for the planter.

The final report by the census of cotton ginned of the crop of 1904, to be issued as bulletin No. 19, shows a total crop of 13,584,457 bales of 500 pounds each, and an increase in the number of cottonseed-oil mills from 357 in 1900 to 715 in 1904.

A Petroleum Congress.

Secretary-General F. Petit of Brussels of the International Petroleum Congress, which is to be held at Liege June 26-July 1, writes the MANUFACTURERS' RECORD stating that it is expected that the congress will bring together leading lights of science and industry connected with petroleum and its derivatives. The program will deal with geology, exploration and exploitation of petroleum, its chemistry and industrial treatment, its utilization and legislation affecting mining, transportation, storage, etc.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

The Lockhart Mills.

The MANUFACTURERS' RECORD of April 20 referred to the action of the stockholders of the Lockhart Mills of Lockhart, S. C., in authorizing the company to issue \$645,000 of preferred stock. This is to be done for the purpose of obtaining the funds to complete mill No. 2, regarding which details were announced in January. This No. 2 mill will be 450 feet long by 130 feet wide, and will accommodate 52,000 spindles and 1600 looms, with complement of other machinery, giving the company a total capacity of 78,000 spindles and 2400 looms. Messrs. Lockwood, Greene & Co. of Boston, Mass., are the architects and engineers in charge of the work. Steady progress is being made with the construction of the building. Practically all the machinery has been contracted for. From 800 to 1000 operatives will be given employment in the completed plant. The company's present capital stock is \$650,000.

The Rocky Mount Hosiery Mills.

The Rocky Mount Hosiery Co. of Rocky Mount, N. C., has completed its mill and begun the manufacture of misses' ribbed hose, the daily output being 300 dozen pairs, which will be increased during the next several months and steadily increased afterwards as the demand justifies. At some time in the future the company hopes to install machinery for manufacturing the cotton yarns it consumes, but nothing definite has been decided as to this improvement. The Rocky Mount Hosiery Co. was reported last October as organized to build this plant, its capital stock being \$25,000. It dyes and finishes its product.

Golden City Cotton Mills.

The Golden City Cotton Mills of Villa Rica, Ga., has organized with J. W. Green, president; J. E. Hixon, vice-president, and W. C. Pope, secretary. They and Messrs. E. Rodgers, W. J. Nalley, J. Cole, J. W. G. Lasseter, J. W. Williams, John Furr, I. O. Cobb, W. B. Leatherwood and I. J. Johnson, are the directors. This company was referred to several weeks ago as incorporated to build a plant of 5000 spindles and 100 looms for making cotton cloth. Capital stock is \$60,000. W. J. Nalley, 918 Austell Building, Atlanta, Ga., is the engineer in charge.

\$50,000 Mill for Bessemer City.

Application has been filed for a charter of incorporation for the Vermont Mills of Bessemer City, N. C., the company's capital stock being \$50,000. Site has been selected, and the company will at once build a plant for the spinning and weaving of cotton. The exact equipment has not been stated as yet. Messrs. D. A. Garrison, J. H. Wilkins, E. A. Tucker, H. N. Garrison and S. J. Durham are the directors. Mr. Garrison is president, and Mr. Durham, secretary-treasurer.

The Huntsville Bagging Plant.

The Huntsville Bagging & Tie Co. of Huntsville, Ala., will both manufacture and renovate bagging and ties, employing from 20 to 30 persons and using electricity for power. This company was reported incorporated last week. Its capital has been paid in, \$5000.

For Manufacturing New Cloth.

It is announced that John A. Gilpin, registered at the Granewald Hotel, New Orleans, La., has completed plans for the establishment of a cloth mill at Bayou Sale Station, La. The necessary machin-

ery will be built to order, and contract for it has been signed with machine shops in Boston. Mr. Gilpin is reported to have stated that the mill will manufacture a new cloth formed by a combination of cotton and woolen warps.

Textile Notes.

Southern Cotton Mills, Bessemer City, N. C., has declared a dividend of 2 per cent.

Caraleigh Cotton Mills, Raleigh, N. C., has declared a semiannual dividend of 3 per cent.

A company will be organized with capital stock of \$25,000 to build a knitting mill for hosiery at Talladega, Ala.

Messrs. J. M. Barker, J. M. Lacy and W. D. Scott of Elizabethton, Tenn., will build the woolen mill reported last week, developing a water-power to furnish the motive power.

It is stated that the Tipton Cotton Mills of Covington, Tenn., has ordered considerable machinery, including cards and drawing, so that coarser goods can be manufactured.

It is rumored that a North Carolina cotton manufacturer is endeavoring to secure site at Dallas, Ga., for the erection of a cotton factory to represent the investment of \$100,000.

The Tolar, Hart & Holt Mills of Fayetteville, N. C., will install additional spindles to the number of about 1000, thus increasing its equipment to 12,000 spindles. The company has just completed the installation of a new humidifier system and declared a dividend of 8 per cent.

Messrs. J. Frederic Houston & Co., 704 Provident Building, 4th and Chestnut streets, Philadelphia, Pa., will increase the capacity of their cotton-yarn mill at Cumberland, N. C., by the addition of producing machinery, for which there is space in the present building. No details have been decided.

The Acorn Woolen Manufacturing Co. of Corinth, Miss., is preparing plans and specifications for the erection of a four-story mill building 50x160 feet, of brick or concrete, with slate roof. Contractors are invited to correspond regarding the purchase of the material needed. The company manufactures cassimere and jeans pants.

Elias Richards, for many years manager of the Maginnis Cotton Mills at New Orleans, La., has resigned and accepted the management of the Lynchburg Cotton Mill Co. at Lynchburg, Va. It is reported that Mr. Richards is interested in plans for building another mill at New Orleans, most of the capital to be furnished by Southern capitalists.

QUOTATIONS OF COTTON YARNS.

By Paulson, Linkroom & Co., New York, Philadelphia and Chicago. April 25.

No. 10s-1 and 12s-1 warps.....	14 1/2 @ 15
No. 14s-1 warps.....	15 1/2 @ 15 1/4
No. 16s-1 warps.....	15 1/2 @ 16
No. 20s-1 warps.....	16 1/2 @ 16 1/4
No. 22s-1 warps.....	16 1/2 @ 17
No. 26s-1 warps.....	17 1/2 @ 17 1/4
No. 6s to 10s yarn.....	14 @ 15
No. 12s-1.....	15 @ 16
No. 14s-1.....	15 1/2 @ 16
No. 16s-1.....	15 1/2 @ 16 1/2
No. 20s-1.....	16 1/2 @ 17
No. 22s-1.....	17 @ 17 1/2
No. 8s-2 ply soft yarn.....	15 1/2 @ 15 1/4
No. 10s-2 ply soft yarn.....	15 1/2 @ 16
No. 8s-2 ply hard.....	15 @ 15 1/2
No. 10s-2 ply hard.....	15 1/2 @ 16
No. 12s-2 ply.....	16 @ 16 1/2
No. 14s-2 ply.....	16 1/2 @ 17
No. 16s-2 ply.....	17 @ 17 1/2
No. 20s-2 ply.....	17 1/2 @ 18
No. 22s-2 ply.....	18 @ 18 1/2
No. 26s-2 ply.....	19 @ 19 1/2
No. 30s-2 ply yarn.....	19 1/2 @ 20
No. 40s-2 ply.....	21 @ 22
No. 8s-3, 4 and 5 ply.....	15 @ 16
No. 20s-2 ply chain warps.....	17 1/2 @ 17 1/4
No. 24s-2 ply chain warps.....	18 1/2 @ 19
No. 26s-2 ply chain warps.....	19 @ 19 1/2
No. 30s-2 ply chain warps.....	20 @ 20 1/2
No. 16s-3 ply.....	16 1/2 @ 17
No. 20s-3 ply.....	17 @ 17 1/2
No. 24s-3 ply.....	18 @ 18 1/2

Market very strong; good demand.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

BIG ENGINE ORDERS.

Contracts for \$50,000,000 of Locomotives Let Within Six Months.

The Baltimore & Ohio Railroad's order for 250 locomotives, which has just been awarded, directs attention to the large number of locomotives that are now being built in this country. During the last six months, from the middle of October to the middle of April, the leading locomotive works in this country have received orders for more than 3000 engines for railroad companies, this not including orders for either contractors' engines or logging locomotives, a number of which are being constructed at various factories, and which would easily bring the money value of these contracts up to more than \$50,000,000. If orders for engines continue to be received by the locomotive works during the next six months in the same ratio they will have contracts by October next for more than 6000 locomotives, costing over \$100,000,000.

The Baltimore & Ohio's order is for 210 consolidation freight engines and 35 Pacific type passenger engines. These will all be built by the American Locomotive Co., while the Baldwin Locomotive Works will build five switching engines for the company. They will cost over \$4,000,000. Delivery of these engines, according to contract, must begin in August, and all are to be delivered by December 1 next, President Murray being especially anxious to secure the new motive power as soon as possible to meet the needs of the steady and heavy increase of traffic. This will give the Baltimore & Ohio system more than 2000 locomotives. Nine years ago, at the time of the receivership, the company had less than 1100 engines. These figures give some idea of the general expansion of the railroad business, as the Baltimore & Ohio is one of the greatest freight roads in the country.

The American Locomotive Co., according to reports published by the *Railroad Gazette*, has received since October last orders for over 1750 engines, while the Baldwin Works have booked orders for 1275 engines. In addition to this, the Pennsylvania Railroad is reported to be building 100 engines in its own shops, and may build 150 more. It is also reported that the Pennsylvania lines west of Pittsburgh have ordered 45 engines to be built, and that the Rock Island system will order 115, if the order has not already been given.

Over in Canada the Canadian Locomotive Co. at Toronto is reported to have booked orders for 64 locomotives, and the Canadian Pacific will build 10 engines at its own shops.

Among some of the large orders for engines reported are as follows: Erie, 150; Pennsylvania, 325; Harriman lines, 100; New York, New Haven & Hartford, 112; Santa Fe system, 75; New York Central, 75; Southern Railway, 79; Northern Pacific, 62; Kansas City, Mexico & Orient, 70; Chicago & Eastern Illinois, 100; Missouri Pacific, 50; Southern Indiana, 50; San Pedro, Los Angeles & Salt Lake, 50.

These orders, which are only of the largest, afford an idea of how the railroad business of the country is growing, and also indicate how rapidly engines are consumed under the pressure of heavy traffic.

Opening of the Thebes Bridge.

The St. Louis Southwestern Railway (Cotton Belt Route) makes the following announcement:

"At a cost of \$3,500,000 and three years'

time the new Cotton Belt bridge over the Mississippi river at Thebes, Ill., was opened to traffic April 18. Ten years ago the construction of such a bridge would have cost probably \$1,000,000 more. The Thebes bridge, being a combination of the best points of the three accepted styles of bridge engineering, is unlike any other in this country, and improvement of method has materially reduced its cost. The plan involves what is known as the fixed, through and cantilever spans, and the bridge is as substantial as it is possible to make it. It is a double-track structure, and its location is a particularly fortunate one, owing to the high bluffs on each side of the river, which obviate the necessity of the usual long approaches.

"The bridge consists of a continuous steel structure of five spans. The central or channel span is 671 feet long; the two spans on either side of the channel span are 521 feet 2 inches long; the two end spans are 518 feet 6 inches long; the two fixed spans on either side of the channel span are 75 feet high between centers of chords; the suspended spans are 55 feet high between chords at the center; the distance center to center of trusses is 32 feet. There are approximately 14,000 tons of steel in the structure. The six main piers supporting the steel superstructure are founded on bedrock. The total height of the structure from the bottom of the lowest foundation to the top of the highest point of the superstructure is 231 feet. The bridge is approached at both ends by concrete arches. There are five 65-foot arches in the east approach and six 65-foot arches and one 100-foot arch in the west approach. The concrete in the approaches is of Portland cement. Its total amount is estimated at 35,000 cubic yards. The roadbed on both approaches is double track, ballasted and 85-pound rails used. The total length of the bridge proper, including concrete approaches, is 3807 feet. The total length of the entire construction, including earth approaches, is 4.7 miles.

"The completion of this bridge does away with the Cotton Belt's car ferry transfer at Thebes, and will enable passenger trains to make an hour quicker time from St. Louis to Texas. It will shorten freight schedules five hours. The Cotton Belt has spent \$350,000 in terminal improvements at Ilmo, just west of the bridge on the Missouri side, and owns all terminal facilities and track connections on the side of the river."

New Lines Proposed.

The Wildman, Central & Wichita Mountain Railway has been chartered, with headquarters at Wildman, O. T., to build a line through the mining districts of the Wichita mountains. The incorporators are George R. Ray of Wildman, F. R. Wildman of Blair, O. T.; R. Burdge of Fort Worth, Texas; E. M. Tucker of Dallas, Texas; E. A. Williams of Roosevelt, O. T.; E. E. Moulder of Lawton, O. T.

The Arkansas, Louisiana & Gulf Railway Co. of Star City, Ark., to build a line from there to Portland, in Ashley county, Arkansas, about 60 miles, has been incorporated by E. A. Sunderlin and J. M. Parker, Colorado Springs, Col.; J. G. Williamson, W. A. Brown, J. D. Welsh, Frank Haynes, Ely Hammock, Jack Curry, E. G. Hoke, Monticello; H. P. Lucas, Star City; directors, E. G. Hammock, president; J. M. Parker, secretary and treasurer; E. A. Sunderlin, H. R. Lucas, W. A. Brown, Ely Hoke and Jack Curry.

The Mississippi Sugar Belt Railway, which proposes to build a line about 75 miles long between Baton Rouge and New Orleans, La., has published its charter in the latter city. Branches may be acquired or built. The incorporators are Charles Godchaux, Edward Godchaux,

Emile Godchaux, Edward Sarpy, Ferdinand E. Larue and Murphy J. Foster.

Silver City to Valley Park.

Mr. A. S. Baldwin, chief engineer Yazoo & Mississippi Valley Railroad (Illinois Central system), writes from Chicago to the MANUFACTURERS' RECORD concerning the proposed line between Silver City and Valley Park, Miss. He says: "Bids have been called for and are being received on the grading for this line, but the contract has not yet been awarded. The line is to be about 45 miles long, and connects two existing lines of the Yazoo & Mississippi Valley Railroad in Mississippi. It traverses the valley of Silver creek and the lower portion of the Yazoo Delta which is not now occupied by any railroad.

"Mr. D. J. Brumley, principal assistant engineer, Chicago, has direct supervision of the construction work of this company. Mr. W. W. Hayden, assistant engineer, Memphis, Tenn., is the engineer in charge of the Silver City-Valley Park Line."

Better Water for Engines.

The Baltimore & Ohio Railroad is making extensive improvements in connection with the supply of water for use in its locomotives. President Murray has recently authorized improvements on the line of the system between Connellsville and Pittsburg, which include the establishing of water-treating plants at Emblem and Glenwood to eliminate the acids, etc., from the river waters used. This work will cost in the neighborhood of \$150,000. The making of these improvements in the source of supply and for the treatment of impure waters will relieve the conditions that have existed in this district each fall for some years past, and will enable the more prompt movement of the traffic during the fall and winter season.

Santa Fe's Cut-Off.

Mr. James Dun, chief engineer Santa Fe system, writes the MANUFACTURERS' RECORD that the proposed cut-off in New Mexico will be from Texico, on the Texas boundary, to Rio Puerco. The map shows that this place is about 15 miles west of Belen. The cut-off will be about 250 miles long. Contracts are let and the work will be simply resuming construction, which was started two years ago. The line will have a grade of .6 of 1 per cent.

Mr. Dun, referring to the press report that the Santa Fe would build between Canyon City and Brownwood, Texas, also writes that he knows nothing of any company which is to construct a line between those points.

BIG DOCK AT GULFPORT.

Reported That \$1,000,000 Will Be Expended for More Improvements.

A dispatch from Gulfport, Miss., says that Capt. J. T. Jones, president of the Gulf & Ship Island Railroad, has decided to build another large pier at that point almost surrounding the harbor when taken in connection with the original pier. Altogether about \$1,000,000 will be spent.

The new pier will be 2640 feet long and the same width as the old pier. Contracts are to be let soon. Seven slips will be built 700 feet long, and ships entering these slips will be able to unload from both sides.

Bay City to Alvin.

It is reported that the St. Louis, Brownsville & Mexico Railway has awarded to Johnston Bros. of St. Elmo, Ill., and Corpus Christi, Texas, a contract for a further extension from Bay City, Texas, to Alvin, Texas, about 50 miles. The firm is now building the extension from Robstown to Bay City, about 145 miles, and the new extension would carry the road

nearer Houston and Galveston. It is reported to be the company's intention to connect with the Santa Fe at Alvin for entrance to those cities.

Line to Mt. Olivet, Ky.

Mr. Younger Alexander, president of the Brooksville Railroad, writes from Brooksville, Ky., to the MANUFACTURERS' RECORD as follows:

"It is proposed to build 14 miles of road to Mt. Olivet, Ky.; construction contracts made; rails purchased; engineer in charge, M. W. Venable, Charleston, W. Va. This line will open up the county of Robertson and a portion of Nicholas, Mason and Fleming counties."

Frisco Plans in Texas.

Chairman B. F. Yoakum of the Frisco system is reported as saying that the Frisco will be extended from Brady, Texas, to Weaver, Texas, 70 miles, to connect with the San Antonio & Aransas Pass road, which will give the company entrance to San Antonio. He is also quoted as saying that it is true, as reported, that the Colorado Southern will secure an outlet to the Gulf of Mexico by way of the Fort Worth & Denver City Railway and the Frisco and Trinity & Brazos Valley railways. All the improvements projected in Texas will require perhaps an expenditure of \$50,000,000.

Railroad Notes.

It is reported from New Orleans that the Louisville & Nashville Railroad will within a year build new freight yards there at a cost of about \$500,000.

Mr. W. B. Lewis has been appointed soliciting freight agent of the Seaboard Air Line at Kansas City, Mo., with headquarters at Room 715, Dwight Building.

The Mexican National Railroad has, according to a dispatch from Brownsville, Texas, begun operation of the new line from Monterey to Matamoras, and it will be regularly opened for traffic on May 1.

The resignation of H. U. Mudge as general manager of the Santa Fe system to become second vice-president of the Rock Island system is reported in a dispatch from Topeka, Kan. The change will take effect May 1.

The Illinois Central Railroad announces the appointment of Owen Durham as traveling passenger agent in Memphis, Tenn., to succeed the late A. Q. Pearce; office, No. 1 North Main street.

A report from St. Louis says it is rumored that the Gould interests contemplate building a bridge across the Mississippi river at Carondelet to get another entrance to St. Louis and to avoid the use of the present railroad ferry.

While the Baltimore & Ohio Railroad has awarded its contract for 250 locomotives, it is also in the market to purchase 10,000 freight cars, it having been decided to buy that many this year, all to be delivered before January 1 next.

Mr. T. C. Hannah writes from Brookhaven, Miss., to the MANUFACTURERS' RECORD that Mr. C. P. Gibson, who has the grading contract for the first 14 miles of the Mississippi Central extension from Brookhaven towards Smith's Ferry, has begun active work. He states that it is expected to complete this section by September 1.

The United Railways & Electric Co. of Baltimore has ordered 150 single-truck cars, 60 double-truck cars with two motors and 40 double-truck cars with four motors and air brakes, besides 80 summer cars without trucks, for use on double trucks already purchased. This will give the company practically 330 new cars. These contracts amount to about \$1,000,000.

MECHANICAL**Improved Traverse Press-Roll for Slasher.**

Textile manufacturers will find their attention attracted by the accompanying illustration, Fig. 1, presenting a view of

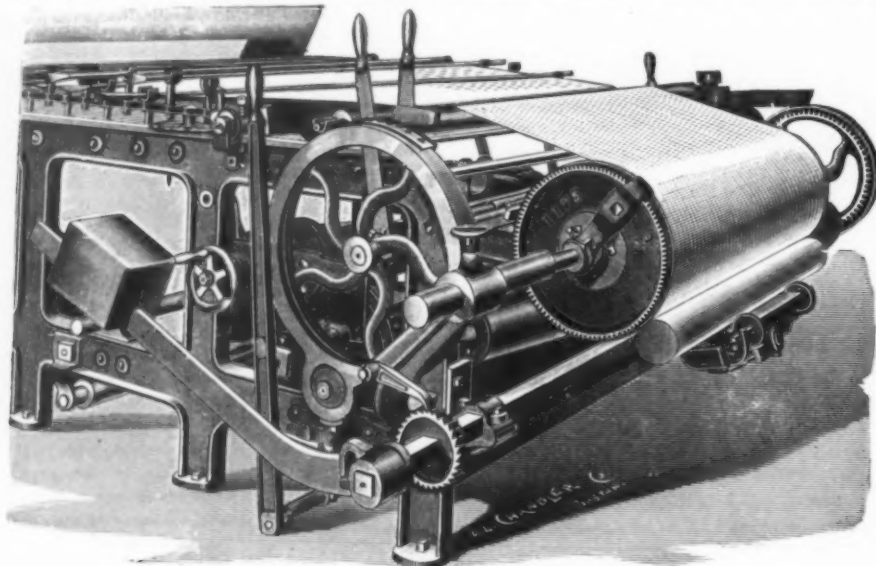


FIG. 1.—IMPROVED TRAVERSE PRESS-ROLL ATTACHMENT.

the improved traverse press-roll attachment for slasher.

This device is for the purpose of pressing the warp yarn onto the loom beam as it is being wound from the slasher. The roll itself, which rests on the small rolls of the attachment, as shown, can be made

(which is every three or four seconds) causes the yarn to be wound equally even on both ends and center.

This is especially desirable where the selvages are made up of two or three-ply yarn, which is the case on a large variety of work. This attachment winds equally

with cast-iron heads is desired, send length, which should be three-quarters of an inch less than distance between beam-heads.

The advantages of the improved attachment may be summarized as follows: More yarn on the beam than with other

facturing machine shall be used. Because of this it is desired to call attention to the Maynard machine.

It is a fact well known to all familiar with the use of cement that it must be thoroughly wet to obtain the maximum of strength, and the Maynard Cement Building-Block Machine, illustrated herewith, was built to turn out the stone wet enough to get everything possible in the way of strength and durability from the cement.

This machine molds face down, so a thin, rich, face mixture, compact and impervious to water, perfect in grain and finish, and of any color, can be made, while the body or back of stone may be made of coarser material, not requiring so much cement and equal in strength to the face.

The dryer mixture on the face will absorb from the body of the stone after it is taken from the machine, insuring a stone as hard as cement can make it.

The core is drawn while the stone is still rigid in the machine, thus doing away with cracked stones and broken corners, which render the stone worthless for building. Also it is a great saving in time when pulling the core, as it is much easier to draw the core while it is held in place by the machine than to draw it from a loose stone.

The machine is simple, and has no complex parts.

Its construction is perfect, solid and substantial. It will last a lifetime with ordinary care.

The stones made with this machine are not poor imitations of natural stone. They are exactly the same in appearance as natural stone, much more durable, impervious to frost, and indestructible by fire; clean cut and perfect in size and cheaper than natural stone, brick or wood.

The Maynard machine is made by the Western Machinery Co., 335 New Ridge Building, Kansas City, Mo., to whom requests for further information can be sent with the certainty of receiving prompt attention and bringing full details.

Open for a Location.

Plans are being perfected by the Boiling Pot Concentrator Co. of Wichita, Kans., for the establishment of a plant for the manufacture of dry concentrators at some point in the Southwest, preferably El Paso, Texas. But the company has not finally determined on a location, and is prepared to consider the advantages of cities and towns which have commercial organizations working for their industrial advancement. The buildings and machin-

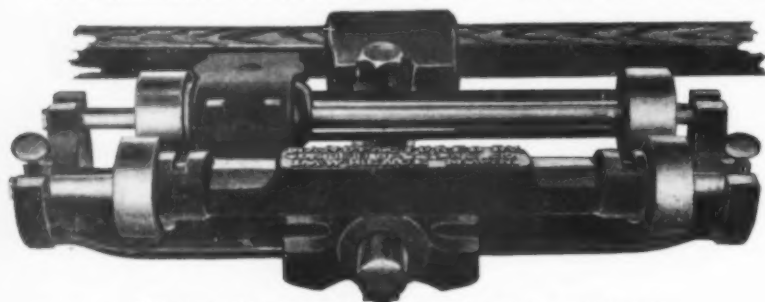


FIG. 2.—IMPROVED TRAVERSE PRESS-ROLL ATTACHMENT.

either of hardwood, preferably maple, or turned wrought-iron pipe with cast-iron heads, as desired, though the latter is generally used, as it has better wearing qualities than the wood roll.

The pressure of the roll against the beam is governed in the usual way by adjusting the weight on the lever to meet the requirements of the work being done.

The transverse motion is obtained by a worm and worm gear encased in cover shown at the left of back rollershaft, and

even both the selvages and center of beam under these conditions, which is not the case with other rolls on the market. The attachment can be applied to any make of slasher.

The specifications required when ordering press-roll attachment are: Size of

makes of rolls, with the same amount of weight against beam, averaging from four to six cuts increase per beam; the same roll can be used for all beams that are from three-quarters of an inch to one and one-quarter inches longer between the heads than the roll; one end of the roll only rubbing on one beamhead at the same time, causing less friction and less wear and tear than where both ends are in contact, as is common with other rolls; equally level beams obtained when either single or ply yarns are used for selvages; no torn or ragged selvages on warps; the traverse roll adjusts itself to all uneven beamheads, making perfect warps; beams run longer in the loom, reducing cost of weaving; lowers cost of drawing in.

The Carolina Supply Co. of Greenville, S. C., is Southern agent for the improved traverse press-roll attachment for slasher described, and is ready to furnish further details to interested manufacturers.

Maynard Cement Building-Block Machine.

It seems to be certain that the coming building material is cement. This is indi-

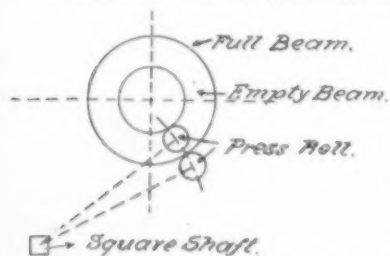


FIG. 3.—IMPROVED TRAVERSE PRESS-ROLL ATTACHMENT.

has a side motion adjustable from one inch to one and one-half inches, the adjustment being made by moving stud on the under side of worm gear into holes provided for the purpose. (See Fig. 2.)

The mechanism is driven by the pressure-roll resting against the warp beam, which revolves in the way common to all slashers. The traverse roll is made three-quarters of an inch shorter than the distance between beamheads, and the end-

square shaft on which spindle and carriage rests, usually one and one-half or two inches; distance from center of square shaft to center of beam; special adjustable weight lever and bracket sent only when specified; if turned wrought-iron pipe-roll

ented by the great increase each year in the number of cement-block buildings being erected in the larger and small cities of the country. Cement construction in building is not an experiment nowadays. The only question is which block-manu-

ery for the plant will cost about \$75,000. Forrest McKinley, general manager, Prescott, Ariz., can be addressed.

A Business Men's League has been organized at Warren, Ark.



MAYNARD CEMENT BUILDING-BLOCK MACHINE.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and attention than a mere circular.

BALTIMORE BUILDING NOTES.

Business Buildings.

Baltimore—Store Building.—Further details have been obtained concerning store building for J. Howard Davis, 8 Builders' Exchange Building, 2 East Lexington street, to be erected at 7 and 9 North Charles street; five stories high, 45x80 feet; brick with terra-cotta trimmings; steel beams; slag roof; galvanized-iron cornice; metal frames and sashes glazed with wireglass; electric wiring and fixtures; sanitary plumbing; heating system; elevator. John Hiltz & Son, 3 Clay street; Thomas B. Stanfield & Son, 109 Clay street; John T. Buckley, 916 Bolton street; John A. Sheridan Company, 321 North Holliday street, and Charles Gilpin, 601 Union Trust Building, Charles and Lexington streets, architects.

Baltimore—Store Building.—Elizabeth S. Mabee, 1008 East North avenue, has awarded contract to John T. West, 11 East Lexington street, for the construction of store at 108 South Calvert street; two stories high, 16x45 feet; brick with granite base; steel beams; slag roof; galvanized-iron cornice; metal ceilings; electric fixtures and heating system not in contract; Jacob F. Gerwig, 16 Clay street, architect.

Baltimore—Warehouse.—C. H. Lighthiser, 602 William street, and Albert M. Sproesser, 17 East Saratoga street, have awarded contract to James F. Morgan, 1300 South Charles street, for the construction of warehouse at 115 and 117 York street; two stories, 30x54 feet; brick with stone trimmings; steel beams; tin roof; galvanized-iron cornice; plumbing and gasfitting not in contract; Jacob F. Gerwig, 16 Clay street, architect.

Baltimore—Warehouse.—Thomas J. McDonald, Holliday and Fayette streets, has awarded contract to Baltimore Sand & Contracting Co., Gay and Pratt streets, for the construction of warehouse at Front and Addison streets; two stories, 53x58 feet; brick with stone trimmings; steel beams; cast-

iron columns; slag roof; cost \$7000; Henry J. Tinley, 421 St. Paul street, architect.

Baltimore—Dwellings.—John Muller, 1641 Milton avenue, has awarded contract to Andrew Faulhaber, 1946 Landsdowne street, for the construction of 18 dwellings on Milton avenue near Federal street; two stories, each 13x48 feet; brick with stone trimmings; tin roof; galvanized-iron cornices; cost \$18,000.

Baltimore—Warehouse.—Further details have been obtained concerning warehouse for Louis Becker, 1523 West Baltimore street, to be erected at southwest corner of German and Light streets. Four stories, 23x112 feet; brick with terra-cotta trimmings; mill construction; slag roof; metal frames and sashes; sanitary plumbing; heating; elevator. Henry Smith & Sons Co., 116 South Register street, is estimating on the work; Charles E. Cassell & Son, architects, 411 North Charles street.

Baltimore—Institute.—The Centre Market Improvement Commission, Felix Agnus, chairman, City Hall, has accepted plans of Simonson & Pietsch, architects, 1210 American Building, for proposed building for Maryland Institute and retail market. Three stories, 156x171 feet; limestone exterior; steel-frame fireproof construction; electric wiring and fixtures; sanitary plumbing; heating and ventilating system; cost \$300,000.

Baltimore—Courthouse.—Plans have been completed by Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street, for the repair of west side of courthouse, which was damaged by fire. Proposals for the construction will be advertised for; \$150,000 is appropriated for the work.

Baltimore—Restaurant and Office Building.—McIver & Piel, Builders' Exchange Building, 2 East Lexington street, are the lowest bidders and will probably receive contract for construction of proposed restaurant and office building for Mrs. Henry Barton Jacobs, 11 West Mt. Vernon place, at northwest corner Light and German streets; four stories high, 29x69 feet; gray brick with terra-cotta trimmings; steel beams and girders; slag roofing; vault lights; iron stairway; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system; electric elevator; E. H. Glidden, architect, Wilson Building, 301 North Charles st.

Baltimore—Warehouse.—The Baltimore Fidelity Warehouse Co., Fidelity Building, Charles and Lexington streets, has awarded contract to Charles L. Hughson, 602 West Hoffman street, for the construction of concrete-block warehouse at 526, 528 and 530 Union Dock; one story, 40x50 feet.

Baltimore—Dwellings.—Flournoy & Sparklin, architects, 347 North Charles street, state that they have been commissioned to prepare plans and specifications for seven dwellings at West Arlington; 2½ stories; frame construction on stone foundation; cost about \$40,000.

Baltimore—Warehouse.—The Safe Deposit & Trust Co., 9 South street, has awarded contract to John E. Marshall & Son, 212 North Calvert street, for the construction of proposed warehouse at 5 and 7 West German street. Four stories high, 36x72 feet; brick with terra-cotta trimmings; steel beams; cast-iron columns; slag roof; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system; elevator. Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street.

Baltimore—School Buildings.—Further details have been obtained concerning school buildings for the Egenton Female Orphan Asylum, 1002 Madison avenue, to be erected on Cedar avenue. Administration building, three stories, 56x103 feet, and two cottages, each three stories high, 40x90 feet; brick with stone trimmings; slate roof; electric wiring and fixtures; sanitary plumbing; heating and ventilating system; steam laundry. B. F. Bennett, 123 South Howard street; John Cowan, 106 West Madison street; H. H. Brown, 109 Clay street; E. D. Preston, 140 West Fayette street; Morrow Bros., 212 Clay street; Henry Smith & Sons Co., 116 South Register street; James Stewart & Co., 319 North Charles street, and Cramp & Co., 407 St. Paul street, have been selected to estimate on the construction. Estimates to be in May 8. Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street.

Baltimore—Warehouses.—Columbus Shipley, 314 South Charles street, has awarded contract to John Waters, 23 East Centre street, for the construction of proposed two warehouses at southeast corner of Lombard

and Calvert streets. Four stories high, 33.6x 91.7 feet; brick with marble trimmings; steel beams; cast-iron columns; slag roof; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; elevators; cost \$20,000.

Baltimore—Clubhouse.—Sperry, York & Sawyer, architects, Calvert Building, Fayette and St. Paul streets, has been commissioned to prepare plans and specifications for additions and alterations to Green Spring Valley Hunt Club. Cost of improvements will be about \$13,000.

Baltimore—Hospital.—The Franklin Square Hospital, northwest corner Calhoun and Fayette streets, has awarded contract to John A. Sheridan Company, 321 North Holliday street, for the alterations and additions to its present building. Additions consist of two wings four stories high, each 16.9x43 feet; brick with marble base and terra-cotta trimmings; steel beams and girders; tin and slate roof; galvanized-iron cornice and skylight; fire-escape; interior marble; sanitary plumbing; heating apparatus, elevator, electric wiring not in contract; Herbert G. Crisp, architect, 409 Calvert Building, Fayette and St. Paul streets.

Baltimore—Engine-house.—W. F. Shinnick & Co., 1725 Thames street, is the lowest bidder at their bid of \$19,763 for the construction of proposed municipal engine-house at corner Leadenhall and West streets; two stories, 40x100 feet; brick with granite base; terra-cotta and Kibbe stone trimmings; steel beams; cast-iron columns; tin roof; galvanized-iron cornice; metal ceilings; electric wiring and fixtures; sanitary plumbing; hot-water heating system.

Baltimore—School.—Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, is the lowest bidder at his bid of \$26,549 for construction of proposed municipal school at corner Washington street and North avenue; two stories, 67x77 feet; brick with stone trimmings; steel beams; cast-iron columns; tin and slate roof; galvanized-iron cornice; metal ceilings; sanitary plumbing.

Baltimore—Jail.—Augustus Aaron, 17 West Lee street, was the lowest bidder at his bid of \$14,591 for the construction of proposed additions and alterations to municipal jail; four stories; brick with stone trimmings; reinforced concrete floors, partitions and balconies; sanitary plumbing; heating system.

Baltimore—School.—Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, is the lowest bidder at his bid of \$82,950 for the construction of proposed municipal school building at Ramsay and Pulaski streets. Three stories, 80.6x156.8 feet; brick with granite base and terra-cotta and marble trimmings; steel beams and girders; cast-iron columns; tin and slate roof; galvanized-iron cornice; metal ceilings; sanitary plumbing; heating and ventilating system; ash lift.

Baltimore—School.—Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, is the lowest bidder at his bid of \$89,000 for the construction of proposed municipal school building at corner Lakewood avenue and Oliver street. Three stories, 80x156 feet; brick with granite base and terra-cotta and marble trimmings; steel beams; cast-iron columns; tin and slate roof; metal ceilings; galvanized-iron cornice; sanitary plumbing; heating and ventilating system; ash lift.

Manufacturing Buildings and Other Enterprises.

Baltimore—Liquor Company.—The Distillers' Distributing Co. has been incorporated with an authorized capital stock of \$25,000 to deal in liquors by Wm. J. Mackay, John M. Waldeck, John G. Price, Jr., 2118 Bolton avenue; Thomas Leishear, 108 West Saratoga street, and Jacob Mueller.

Baltimore—Fertilizer Plant.—The Hubbard Fertilizer Co., Darby Building, Baltimore and Howard streets, recently reported as having increased capital stock for the purpose of enlarging plant, has awarded contract to Armstrong & Latta, Light and Lee streets, for the construction of a bulkhead, reclaiming land about 100 feet square, and a pier about 250 feet long. The company will itself construct warehouses on the reclaimed land and the pier.

Baltimore—Stamping Works.—The Ironclad Manufacturing Co., 4 Cliff street, New York, has purchased the works of the Maryland Stamping Co. It is the intention of the purchasers to enlarge the plant and install sufficient machinery to double its capacity.

Baltimore—Packing Plant.—The Booth Packing Co., Wolfe and Lancaster streets, has awarded contract to H. C. Smyser, 425 North High street, for the construction of an additional story on its plant. The building is 34x150 feet.

Baltimore—Liquor Distillery.—The McGinnis Bros. Company has been incorporated with an authorized capital stock of \$20,000 for distilling all kinds of spirituous liquors by John McGinnis, Patrick McGinnis, 519 South Montford avenue; Mary V. Hughes, Anne Philbin and James McGinnis.

Baltimore—Garage.—The Mar-Dei Mobile Co., 617 West Pratt street, has commissioned Beecher, Friz & Gregg, architects, Cathedral and Hamilton streets, to prepare plans and specifications for a garage for the storage and repair of automobiles; two stories high, 170x110 feet.

Baltimore—Mantel and Tile Company.—The Abbott Mantel & Tile Co. has been incorporated, with an authorized capital stock of \$10,000, by Andrew Pessaro, 318 South Exeter street; Pietro Mion, Constant Mion and Richard De Marco.

Baltimore—Brick Plant.—The German Arch Stone Brick Co., John A. McNulty, president, 327 St. Paul street, recently reported as having been incorporated, has purchased 30 acres of land near Baltimore and engaged New York architects to prepare plans for buildings to be erected on the site. As previously stated, the plant will have a capacity of 40,000 per day, but sufficient power will be installed to double it. The other officers of the company are: Vice-president, James T. Miller; secretary and treasurer, Henry F. New; general counsel, Henry Y. Bready, who, with John J. Mahon, Francis E. Yewell and Frank Y. Bready, constitute the board of directors.

Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

ALABAMA.

Anniston—Pipe Foundry.—The Anniston Foundry & Machine Co. has let contract to C. J. Houser for the erection of a building, 85x100 feet, which will be equipped for the manufacture of water and gas service and soil pipe. R. O. Watson has the contract for grading.

Bessemer—Foundry and Machine Shop.—The Bessemer Foundry & Machine Co. will erect an addition to plant 150 feet long; new machinery will be installed.

Birmingham—Steam-radiator Factory.—It is reported that the Central Foundry Co., general offices New York, N. Y., will remodel its pipe plant, converting it into a factory for manufacturing steam radiators.

Birmingham—Distilling Company.—Four Oaks Distilling Co. has been incorporated with \$40,000 capital. Julius Marks is president; W. J. Schroder, vice-president, and Thomas L. Lissenden, secretary-treasurer.

Birmingham—Land and Improvement Company.—Vulcan Land & Improvement Co. has been incorporated with \$20,000 capital stock. M. M. Ullman of Birmingham, Ala., is president; S. H. Lowenberg of Natchez, Miss., vice-president, and Sidney M. Ullman of Birmingham, secretary-treasurer.

Carbon Hill—Water-works and Electric-light Plant.—Town will install system of water-works in conjunction with the electric-light plant reported last week at a cost of from \$25,000 to \$35,000 and to be large enough to accommodate 5000 people. Engineer has not been engaged. Address J. S. Shannon, chairman committee.

Elba—Brick Works.—J. M. Garrett and W. B. Perdue will establish brick works.*

Elba—Water-supply System.—Town will equip water-works with meters; M. S. Carmichael, acting mayor.*

Ensley—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. has completed its No. 6 furnace and it will be put in blast at once; daily capacity 300 tons of iron; general offices, Birmingham, Ala.; New York office, 100 Broadway.

Fairford—Lumber Mill.—Archelaus S. Terrell and associates of Chicago, Ill., have purchased at \$150,000 the plant of the Tombigbee Lumber Co., consisting of saw-mills, planing mills, dry-kilns and 110,000 acres of timber land, which it is estimated will cut 20,000,000 feet. The Cotton Belt Lumber Co., reported incorporated last week under Mo-

ble, Ala., with \$1,000,000 capital stock by Mr. Terrill and associates, was organized to operate this plant. W. H. Bennett is president, and A. S. Terrill, secretary-treasurer.

Florence—Gas-plant Improvements.—Reports state that the Northern Alabama Gas Co. is making extensive improvements to plant, including the installation of new reservoir; tank to hold 100,000 cubic feet of gas.

Gadsden—Foundry.—Reports state that the Central Foundry Co. will overhaul its pipe plant and fully equip for resuming operations; main office New York, N. Y.

Gadsden—Harness Factory.—J. L. Dorsey will remove harness factory from Albertville, Ala., to Gadsden. Building has been secured. Present capital stock of \$10,000 will be increased.*

Huntsville—Bagging and Tie Factory.—Huntsville Bagging & Tie Co., reported incorporated last week with \$5000 capital stock, has a plant for manufacturing and renovating bagging and ties, using electricity for power.

Huntsville—Coal Company.—Incorporated: Tennessee Consolidated Coal Co., with \$500,000 capital stock. E. L. Hamilton is president; R. B. Roberts, vice-president (both of Tracey City, Tenn.), and J. J. Lynch of Winchester, Tenn., secretary-treasurer.

Mobile—Farming Lands.—Incorporated: Southern Farm Lands Co., with \$25,000 capital stock, by Peter J. Brown, Victor L. Brown and S. Sorenson, to acquire and dispose of farming lands.

Mobile—Shipbuilding Plant.—Craftsman Yacht & Power Co. has been incorporated with \$35,000 capital stock to build all classes of boats and vessels. Lawrence W. Pietsch is president and general manager; A. Eagon Arbuckle, secretary, and Clarke Washburne, treasurer.

Mobile—Foundry.—The Mobile Foundry Co. has been incorporated with \$10,000 capital stock by J. H. Mahler, H. W. Ollinger and C. J. Mahler.

Mobile—Creosoted-wood Factory.—Republic Creosoting Co. has been incorporated with \$50,000 capital stock to manufacture wood paving, wood preservatives and prepare and treat woods, etc. C. Reilly of Indianapolis, Ind., is president; Herman Ruff of Mobile, Ala., vice-president, and James Broden of Indianapolis, Ind., secretary-treasurer.

New Decatur—Manufacturing.—Reports state that W. P. Jennings of St. Louis, Mo., is investigating with a view to locating a manufacturing plant.

Tuscaloosa—Concrete Building-block Factory.—Tuscaloosa Concrete Co. has been organized by T. H. Wildman and M. T. Maxwell to manufacture concrete building blocks. The company is erecting building on 6th street, which will be equipped with the necessary machinery.

ARKANSAS.

Big Bay (P. O. Bay)—Cotton Gin and Grist Mill.—J. C. Boren, J. A. Isabel, J. W. Kitterman and associates have incorporated the Big Bay Gin & Mill Co. with \$6000 capital stock to operate cotton gin, grist mill, etc.

Blissville—Lumber Company.—Bliss-Cook Oak Co. has been incorporated with an authorized capital stock of \$500,000 by Aaron P. Bliss, Albert F. Cook, Frank L. Gregory and John B. Jones.

Brinkley—Lumber Company.—Chartered: The Fort Lumber Co., with \$10,000 capital stock. W. W. Fort is president; James Gunn, Jr., vice-president, and D. S. Coleman, secretary-treasurer.

Huttig—Saw-mill, etc.—Reports state that the Union Saw-Mill Co. has purchased 43,000 acres of timber lands in Union county, making an aggregate of 150,000 acres of timber land which the company owns in Union county. It is stated that a saw-mill will be erected which will give an output of 500,000 feet of lumber daily.

Little Rock—Flour Mill and Elevator.—It is reported that P. C. Pate of the Hanna-Pate Grain Co. of Joplin, Mo., is investigating with a view to establishing flour mill and grain elevator.

Little Rock—Brick Works.—Chartered: The Judsonia Brick Manufacturing Co., with \$10,000 capital stock. T. H. Beals is president; George E. Forbes, vice-president, and E. M. Ergenbright, secretary-treasurer.

Little Rock—Electric Light and Power Plant.—Merchants' Investment Co. has been incorporated, with \$250,000 capital stock, to construct and operate electric-light and power plants. C. J. Kramer is president; Wm. S. Mitchell, vice-president; J. B. Wishendorff, secretary, and Harry Lasker, treasurer.

Little Rock—Mercantile.—Arkansas Co-operative Co., with \$20,000 capital stock. A. H. Green is president; C. A. Bosshardt, vice-

president; Wm. Rogoski, secretary, and S. C. Staggs, treasurer.

Rector—Stave Factory.—J. A. & O. N. Coats will establish stave factory. Building will be 32x50 feet.

Wilson—Lumber Mill.—Incorporated: Lee Wilson & Co., with \$1,000,000 capital stock, to manufacture lumber.

DISTRICT OF COLUMBIA.

Washington—Printing Plant and Warehouse.—Andrews Paper Co. is having plans prepared by Brown & Brown for the erection of printing plant and warehouse. About \$43,000 will be invested.

Washington—Laundry.—J. D. Frazee of the Frazee Laundry Co., who recently purchased the Potomac Laundry and consolidated it with the Frazee Laundry, has purchased site on which to erect three-story building, 136x147 feet.

FLORIDA.

Eustis—Electric-light Plant and Water-works.—Reports state that E. L. Ferran & Co. have franchise to construct and operate electric-light plant and water-works.

Kissimmee—Hardware Company.—Stanford-Carson-Graves Hardware Co., and not the Sanford-Carson-Graves Hardware Co., is the correct title of company reported recently as incorporated with \$20,000 capital stock.*

Jacksonville—Turpentine-machinery Manufacturing.—The Pure White Turpentine Co., which has been organized with H. B. Snell, president, and J. G. Gardner, vice-president and general manager, has begun the manufacture of machinery invented by Mr. Gardner for extracting turpentine from sawdust and ground-up wood. It is stated that about two gallons of pure turpentine can be extracted from a ton of sawdust.

Jacksonville—Fertilizer Factory.—The American Agricultural Chemical Co. will shortly begin the erection of fertilizer factory, which will be equipped for a yearly capacity of 50,000 tons of fertilizer. The main building will be three stories, 240x240 feet, and two other buildings 60x200 and 60x75 feet, respectively, will be erected. The engines to be installed will be 150 horse-power and the boilers 250 horse-power; L. B. Curtis, general superintendent. The company's offices are in the Stockton-Budd Building.

Jacksonville—Beverage Factory.—Red Rock Co. has been incorporated with \$30,000 capital stock by R. C. White, W. H. Walton and Henry Addler to manufacture non-alcoholic beverages. This company was previously mentioned to be organized.

Jacksonville—Naval stores Manufacturing.—The Naval Stores Export Co., previously reported incorporated with \$1,000,000 capital stock to build yards, tanks and storage sheds, has let contract to Boykin Burwell for the erection of spirits building, 60x100 feet, rosin sheds 30x70 feet, 2000 feet of platform and two storage tanks of 250,000 gallons capacity. The annual output will be 2,000,000 packages of naval stores.

St. Augustine—Cold-storage Plant.—D. J. Drane, E. L. Leighton and T. E. Leighton will establish cold-storage plant. Two-story building, 80x40 feet, is being erected.

St. Augustine—Electric-light, Heat and Power Plant.—J. C. R. Foster has submitted a proposition to the city to install an electric-lighting, heat and power plant.

Tallahassee—Electrical Supplies.—Standard Electric Co. has been incorporated with W. G. Toomer, president; C. O. Patterson, vice-president and general manager; Froman Smith, secretary, and H. C. Hade, treasurer, to deal in electrical supplies, etc.

Tallahassee—Lumber Company.—C. J. McGehee, C. D. Blackwell and S. Z. Townsend have incorporated the Bradford Lumber Co. with \$15,000 capital stock.

Tangerine—Water-works.—Reports state that J. L. Lavake, M. E. Victoria, Fla., has contract to install proposed water-works. The machinery to be installed will consist of an aeromotor windmill, 40-foot subtower, 195-barrel tank, 12-foot windmill on stub, wheel 60 feet from ground; 500 feet or more of three-inch galvanized pipe, valves, etc., will be used.

GEORGIA.

Atlanta—Electric-light and Power Plant.—Chartered: Tallapoosa Light & Power Co., with \$25,000 capital stock, by J. Edgar Black, J. E. Gelder and A. J. Mitchell, to operate electric-light and power plant.

Atlanta—Mercantile.—New Home House Furnishing Co. has been incorporated, with \$12,000 capital stock, by A. W. Rosenfeld, Ansel I. Steinhelmer and S. R. Rosenfeld.

Atlanta—Water-works Improvements.—City is considering the issuance of \$400,000 of bonds for improving water-works, and a committee composed of J. W. Kilpatrick,

Thomas Stocks and E. V. Carter has been appointed to investigate the matter.

Augusta—Sewerage System.—T. O. Brown has contract at \$5000 for completing the Hunkett Springs road brick sewer.

Augusta—Silk Mill.—Singleton Silk Manufacturing Co. has purchased the Isaetta Mills and will equip the plant for silk throwing. George Singleton of West Blackwell street, Dover, N. J., and Russell Murray of 100 Grand street, New York, form the company. This enterprise recently referred to.

Austell—Electric-light Plant.—City contemplates installing a small electric-light plant; C. J. Shelverton, mayor.*

Columbus—Machine Shops.—The Pector Iron Works has begun the erection of its proposed machine shop; building to be of brick, 50x50 feet. J. M. C. Pollard is superintending the construction.

Columbus—Barytes Mine.—It is proposed to develop a barytes mine and prepare the output for market. For information address J. F. W., Box 285.

Ellijay—Electric-light Plant.—It is reported that Shippen Bros. will establish electric-light plant.

Gibson—Kaolin Mining.—Joday Newsome, W. V. Uary and W. F. Thompson, reported last week as organizing company with \$20,000 capital stock to mine kaolin, have incorporated the Glascock Kaolin Co.; principal office, Augusta, Ga.

Macon—Brick Works.—Chartered: Macon Brick Co., with \$3000 capital stock, by W. C. Turpin, R. W. Crockett and R. H. Powell.

Monroe—Electric-light Plant.—City has voted the proposed bond issue for the erection of electric-light plant, and work on the construction will shortly begin. Address The Mayor.

Newnan—Cottonseed-oil Mill.—The company reported last month to be organized with \$40,000 capital stock by W. J. Murphy and others will operate as the Coweta Cotton Oil Co.

Savannah—Paint Company.—Adams Paint Co. has been incorporated with \$5000 capital stock and privilege of increasing to \$50,000 by Perry McAdams and P. Marshall Adams.

Tallahassee—Electric-light and Power Plant.—J. Edgar Black, J. E. Gelder and associates have applied for franchise to construct and operate electric-light and power plant.

Tennille—Water-works.—The city will construct water-works reported last week as contemplated. For the present about \$5000 will be expended. It is proposed to erect a 25,000-gallon tank in connection; H. M. Franklin, mayor.*

Winder—Harness Factory.—W. L. Oliver & Co., and not Cannon & Flannagan, as reported last week, are erecting building 25x100 feet, which will be equipped as harness factory.

KENTUCKY.

Ashland—Bridge.—Interstate Bridge Co. of Kentucky has been incorporated with John F. Hager, president, to build a bridge across the Ohio river at Ashland.

Bowling Green—Putty Factory.—The Kaolin Putty Co., reported organized last week with \$20,000 capital stock to establish plant for the manufacture of putty having a daily capacity of 10 tons, has completed organization with J. B. Sumpter, president; Frank Maier, vice-president; W. B. Hill, secretary-treasurer, and T. Nadeau, general manager.

Christian County—Saw-Mills.—Reports state that the Pratt-Worthington Company of Madisonville, Ky., which recently purchased 2000 acres of timber land in Christian county, will erect four saw-mills.

Covington—Foundry.—The Johannigman Foundry Co. has secured site on which to erect foundry at a cost of \$35,000.

Corydon—Brick Works.—It is proposed to establish a pressed-brick plant, and J. L. Jones is interested.

Hopkinsville—Sewerage System.—R. C. Hardwick & Co. have purchased the sewerage-system franchise previously reported to be granted by the city, and work on the construction will begin about June 1.

Hopkinsville—Lumber Plant.—Indiana capitalists represented by W. B. Lewis of Petersburg, Ind., will shortly begin the erection of a lumber plant and will operate a saw-mill in connection.

Hopkinsville—Lumber Mill.—Dering, Frank & Lewis of Petersburg, Ind., have purchased site on which to erect lumber mill.

Lexington—Sewerage System.—Before asking bids for the construction of sewerage system, referred to last month, and for which \$100,000 of bonds have been voted, applications are desired from engineers to pass upon the plans of the late Geo. E. Waring of New York, prepared some years ago, and which have been revised by P. P. O'Neill, city engi-

neer, who was also reported as to supervise the construction, advising any changes, additions, alterations, etc., which should be made; Thos. A. Combs, mayor. For information address John T. Shelby, chairman committee in charge.

Louisiana—Beverage Factory.—Dr. J. D. Biggs, reported last week as to establish plant for the manufacture of non-alcoholic beverages, will operate as the Louisa Bottling Works. Building 18x60 feet will be erected. Machinery has been purchased.

Marion—Telephone System.—City will let franchise May 8 at public outcry at the courthouse to the highest bidder for the construction and operation of telephone system; J. C. Bourland, city clerk.

Owingsville—Telephone System.—Sharpsburg Telephone Co. has secured franchise to construct and operate telephone system.

Paducah—Transfer Company.—A. S. Thompson, W. B. Kennedy, Wm. Bornemann, George C. Wallace and S. T. Hubbard have incorporated the Thompson Transfer Co. with \$5000 capital stock.

Sturgis—Brick and Tile Works.—The Sturgis Brick & Tile Co. has been organized with J. L. Frankel, president; Geo. S. Wilson, vice-president, and J. V. King, secretary-treasurer, to establish brick and tile works.

LOUISIANA.

Bayou Sale Station—Cotton-wool-cloth Mill. John A. Gilpin, registered at the Grunewald Hotel, New Orleans, will establish a mill for manufacturing suiting cloth from cotton and wool. The necessary machinery has been ordered and will be made to order by Boston machine shops.

Blenville—Stave Factory and Lumber Mill. Reports state that T. J. Dodd and W. F. Harrison of Benton county, Tennessee, have purchased a tract of timber land near Blenville and will establish lumber mill and stave factory.

Covington—Creamery.—H. R. Bougere of St. John's parish has purchased site near Covington on which to establish creamery.

Donaldsonville—Transportation Company.—The Bradford Transportation Co., Ltd., has been organized with \$5000 capital stock to operate a line of steamboats on the Mississippi river. M. F. Bradford is president; Felix Garde, vice-president, and T. W. Cook, secretary-treasurer.

Gibson—Sugar Refinery.—It is reported that a sugar refinery will be established; capital stock \$350,000. Joseph A. Humphreys, Humphreys, La., can probably give information.

Lake Charles—Saw-mill.—The Dearborn Cypress Co. has been incorporated with \$10,000 capital stock and F. W. Dearborn, president and treasurer; Jesse I. Thom, vice-president, and George E. Hannon, secretary. The company is erecting a saw-mill near Hayes. Mr. Dearborn was mentioned some months ago in connection with the purchase of 50,000,000 feet of cypress timber land in the vicinity of Lake Charles and the erection of saw and shingle mill.

New Orleans—Cotton Mill.—It is reported that Elias Richards of the Lynchburg Cotton Mills Co., Lynchburg, Va., is interested in plans for building a cotton mill at New Orleans, much of the capital to be furnished by Southern capitalists.

New Orleans—Drug Factory.—Charles Ammen Company, Ltd., has been incorporated with \$10,000 capital stock to manufacture medicines. Charles Ammen is president; Francis Martin, vice-president, and Thomas W. Dyer, secretary-treasurer.

New Orleans—Laundry.—The Chalmette Laundry has purchased site on which to erect two-story building, 23x184 feet. About \$100,000 will be invested.

New Orleans—Rice Elevator.—The National Rice Milling Co. has let contract to James Stewart & Co. of St. Louis, Mo., for the erection of proposed rice elevator with a capacity of 25,000 bushels and a 300-foot unloading platform.

New Orleans—Metal and Copper Works.—American Sheet Metal Works, Gilbert Durand, president, has had plans prepared for the erection of two-story building of wood, covered with corrugated iron, on site recently purchased. Machinery at a cost of over \$30,000 will be installed.

New Orleans—Sewerage System.—Black & Laird of Birmingham, Ala., have contract to construct 40 miles of sewer.

New Orleans—Flour Mill.—H. T. Lawler Milling & Trading Co., Ltd., previously reported organized with \$100,000 capital stock to operate flour mill, will erect mill building which will be equipped for a daily capacity of 500 barrels and later be increased to 1000 barrels. An elevator will also be built.

New Orleans—Levee Work.—N. Frey has

been awarded contract for the construction of levee work on the Gulf coast levee at 20 cents a cubic yard. The work involves the construction of over 1,000,000 cubic yards of earth, covering a distance of 33½ miles.

New Orleans—Mercantile.—Incorporated: Lazare Levy & Co., Ltd., with \$100,000 capital stock. Lazare Levy is president; Joseph L. Cain, vice-president; Sidney Weil, secretary-treasurer, and Leon Salmon, manager.

New Orleans—Real Estate.—Silvan Newburger and others have incorporated the Highland Realty Co. with \$100,000 capital stock.

New Orleans—Commission Company.—Niques Le More Company, Ltd., has been incorporated with \$100,000 capital stock. Albert Le More is president; Francis Niques, vice-president, and Edward Carriere, secretary-treasurer.

Shreveport—Oil Wells.—Chartered: Shreveport Petroleum Co., with \$30,000 capital stock, to drill for oil in the Caddo field. N. W. Travis is president; A. C. Simms, vice-president; C. H. Harris, secretary-treasurer, and C. W. Hardy, general manager.

Vidalia—Water-works.—City has voted affirmatively the proposed bond issue for the construction of water-works; John B. Boatner, Jr., mayor.

MISSISSIPPI.

Columbus—Cottonseed-oil Mill.—Samuel Kaye will erect a cottonseed-oil mill; oil or petroleum engine to be used for power.*

Corinth—Woolen Mill.—Alcorn Woolen Manufacturing Co. is preparing plans and specifications for the erection of a mill building to be four stories high, 50x180 feet, of brick or concrete covered with slate. Contractors and supply men are invited to correspond at once.*

Ellisville—Water-works.—Bradley Granite Co. has contract for the construction of water-works previously mentioned. Wm. F. Wilcox, Jackson, Miss., is engineer in charge.

Greenwood—Lumber Company.—Hosmer & Momees Lumber Co. has been incorporated with \$25,000 capital stock.

Gulfport—Pier.—The Gulf & Ship Island Railroad, J. T. Jones, president, has approved plans and specifications for a pier 2540 feet long, to be constructed surrounding almost the entire harbor. Seven slips, 160x700 feet, will run from the present anchor-ber of harbor to the land. Contract for the work has not been let.

Hattiesburg—Electric-light and Power Plant.—Hattiesburg Traction, Light & Fuel Co. has been organized with \$250,000 capital stock by J. L. Kearney, G. L. Hawkins, S. E. Travis, A. F. Thomason of Hattiesburg, H. L. McKee, S. A. Witherspoon, J. M. McBeath of Meridian, Miss.; J. T. Jones of Gulfport, Miss.; H. A. Camp of Lubberton, Miss., and J. H. Levy of New Orleans, La. Messrs. Kearney, McKee, Camp and associates have been previously mentioned as securing franchise to construct and operate electric-light and power plant; also gas plant, and to organize company for this purpose. The James Z. George Company of New Orleans, La., has the contract for building the gas, electric-light and power plants.

Jackson—Lumber Plant.—A syndicate of Minnesota capitalists has purchased large quantities of land in Pearl river valley, and will erect lumber mill and terminal facilities. H. E. Blakeslee, secretary Board of Trade, can give information.

Lexington—Water-works.—Incorporated: Citizens' Water-Works Co., with \$10,000 capital stock, by W. P. Tackett, J. S. Watson and C. C. Pahlen.

Montrose—Lumber Mill, Electric-light Plant and Water-works.—The Montrose Lumber Co. has been organized with \$25,000 capital stock by John O. Gusham, W. P. Hutto, Robert K. Dent and T. J. Sartton to manufacture lumber and turpentine, operate water-works and electric-light plant.

Newton—Steam Laundry.—Chartered: Newton Laundry Co., with \$5000 capital stock, by J. R. Chambliss, H. C. Majure, T. G. Todd, O. E. Madden, C. B. McIntosh and associates, to operate a steam laundry.

Starkville—Electric-light Plant and Water-works Improvements.—City has voted affirmatively the \$8000 bond issue previously reported for improving electric-light plant and water-works. Address The Mayor.

Steens—Cotton Gin and Grist Mill.—Steens Ginning & Milling Co. has been incorporated with \$6000 capital stock by O. C. Brothers, H. B. Vaughan and others.

Wiggins.—Incorporated: A. L. Hickman Company, with \$20,000 capital stock, by A. L. Hickman, James Broom and others.

MISSOURI.

Columbia—Printing and Publishing.—E. W. Stephens Publishing Co. has been incorpo-

rated with \$40,000 capital stock to conduct a general printing, binding and publishing business, taking over an established plant. E. W. Stephens is president; James L. Stephens, vice-president and manager, and Edwin Stephens, secretary-treasurer.

Independence—Cement Plant.—Kansas City Portland Cement Co., recently organized with R. R. Miner, president; W. H. Caffery, vice-president and general manager; F. C. Vincent, secretary-treasurer, and J. W. Williamson, general superintendent (all of Kansas City, Mo.), has purchased 73 acres of land near Independence containing cement deposits, which will be developed. A plant is being erected for the manufacture of Portland cement having a daily capacity of 6000 barrels. The company is capitalized at \$350,000.

Joplin—Lead and Zinc Mines.—Incorporated: Vernon Lead & Zinc Co., with \$100,000 capital stock, by A. H. Hall, E. P. Jenkins, J. C. Campbell and others.

Kansas City—Light, Heat and Power Plant.—Joseph F. Helm, O. C. Snyder and Daniel B. Holmes have incorporated the General Light, Heat & Power Co. with \$100,000 capital stock.

Kansas City—Construction Company.—Badger Construction Co. has been incorporated with \$10,000 capital stock by Joseph F. Helm, O. C. Snyder and Daniel B. Holmes.

Kirkwood—Sewerage System.—T. J. Byrnes of St. Louis, Mo., is reported as having contract for the construction of sewerage system for which J. M. Douglas was previously mentioned as engineer in charge; cost \$60,000.

Mexico—Printing Plant.—The Missouri Printing & Publishing Co., reported incorporated last week with \$5000 capital stock, has completed organization with H. P. Warden of Mexico, president; T. A. Warden of Houston, Texas, vice-president; L. D. Penney, secretary, and S. J. Buckner, treasurer (both of Mexico, Mo.). The company has purchased, will enlarge and operate the book and job printing business of L. D. Penney.*

Nevada—Water-works.—City council has passed an ordinance providing for the issuance of \$90,000 of bonds (previously reported) for the construction of water-works. Address The Mayor.

St. Louis—Cooperage.—The Ozark Cooperage Co., with \$100,000 capital stock, by B. F. Hobart, O. J. Hill, F. S. Chariot, L. M. Preston of St. Louis, W. B. Hill of Kansas City, Mo., and George W. Decker of Newport, Ark., to deal in staves, hoops, heading and other cooperage stock.

St. Louis—Oil and Mining Company.—St. Louis Alluue Oil & Pumping Co. has incorporated with \$15,000 capital stock to mine, pump, drill, manufacture and deal in oil and oil products; incorporators, Edward T. Ustick, George D. Parnard and Marion Lambert.

St. Louis—Publishing.—Washington Publishing Co. has been incorporated with \$6500 capital stock by David Rosenstreter, William A. Ramsdell, George A. Hanke, Walter B. Upton and James M. Sutherland.

St. Louis—Rock Quarrying.—County Quarry & Construction Co., previously reported incorporated with \$2000 capital stock to quarry rock, contemplates putting up a crusher, screen, etc.; office 619 Granite Building.

St. Louis—Water Filters.—Arthur F. Garcesche, Joseph Lumaghi, Frank K. Sawyer, J. Baudry Bernoudy and associates have incorporated the Easily Cleaned Filter Co., with \$5000 capital stock, to manufacture water filters.

St. Louis—Printing Plant.—A. C. Clayton & Sons Printing Co. has been incorporated with \$18,000 capital stock by Clarence W. Clayton, Edward H. Clayton and Francis H. Clayton of Webster Grove, Mo.

St. Louis—Pipe-line Company.—Missouri Mining & Pipe Line Co. has incorporated with \$100,000 capital stock to operate tanks and pipe lines for storing and transporting oil and gas; incorporators, Henry E. Farrell, Louis B. Carroll, John K. Jones, Robert Koenitzer and James L. Hopkins.

St. Louis—Writing Machines.—The Cram Writing Machine Co. has incorporated with \$500,000 capital stock to manufacture machines, etc.; incorporators, Edwin B. Cram, J. A. Lewis, Adolphus G. Meier, R. J. Parvin and others.

St. Louis—Publishing.—Forgo German Publishing Co. has been incorporated with \$5000 capital stock by William Forgo, Hattie Forgo and Mary Powers.

St. Louis—Construction Company.—Lead Belt Construction Co. has been incorporated with \$5000 capital stock by Charles W. Morath, Rufus R. Clabaugh and William W. Steele.

NORTH CAROLINA.

Albemarle—Publishing.—The Gazette Publishing Co. has been incorporated with an authorized capital stock of \$10,000 by A. B.

Kirk, Z. B. Sanders, J. M. Vanhoy and others.

Bessemer City—Cotton Mill.—The Vermont Mills has been incorporated with capital stock of \$50,000 and will establish plant for spinning and weaving cotton. D. A. Garrison is president, and S. J. Durham, secretary-treasurer.

Cullowhee—Mining, etc.—The Cullowhee Mining & Reduction Co. has been incorporated, with an authorized capital stock of \$1,500,000, by D. D. Davis, Thomas A. Cox of Cullowhee, H. C. Markley and W. A. Adams of Greenville, S. C.; C. C. Cowan of Webster, N. C., and J. T. Taylor of Pickens, S. C., to test, explore and mine copper, gold, silver, sulphur, nickel, iron, kaolin, etc.

Cumberland—Cotton Mill.—J. Frederic Houston & Co., 704 Provident Building, 4th and Chestnut streets, Philadelphia, Pa., will increase the capacity of their cotton mill at Cumberland. They will add producing machinery, for which there is space in present building.

Dunn—Drug Company.—Chartered: The Hood & Grantham Company, with an authorized capital stock of \$50,000, by D. H. Hood and others.

Dunn—Grocery Company.—Incorporated: The Harnett Grocery Co., with an authorized capital stock of \$50,000, by O. P. Sheel and others.

Enfield—Suspender Factory.—Jos. Meyer contemplates establishing plant for the manufacture of suspenders.*

Enfield—Mercantile.—The Stallings Company has been incorporated with an authorized capital stock of \$5000 by E. E. Stallings and associates.

Fayetteville—Cotton Mill.—Tolar, Hart & Holt Mills has ordered the installation of 1000 more spindles.

Hamlet—Distillery.—The Hare Distilling Co. has been incorporated with an authorized capital stock of \$10,000 by Starkey Hare, A. K. Atkinson and John Peeler.

Henderson—Vehicle Works.—The Corbett Buggy Co., reported last week as to erect additional buildings, has let contract to Robert Bunn for the erection of building 120x200 feet, with two storage houses 48x150 feet and 8x100 feet, to be open-joint construction, sheathed with galvanized-brick siding, gravel roof; cost \$8900. Grinnell sprinkler system will be installed.

Henrietta—Monazite Mines.—S. F. Wall, it is reported, has begun the development of monazite deposits recently discovered on his property. J. W. Fisher is in charge.

Hickory—Sewerage System.—City will vote May 1 on the issuance of \$10,000 additional bonds for completing sewerage system. Address The Mayor.

Kinston—Tobacco Factory.—The American Tobacco Co. will shortly begin the construction of proposed two-story brick factory building.

Lenoir—Furniture and Coffin Company.—The Kent Furniture & Coffin Co. has been incorporated with an authorized capital stock of \$50,000 by A. A. Kent, A. V. Miller and W. L. Dennish.

Monroe—Steam Laundry.—E. R. Hayne, J. J. Lockhart and J. C. Smith have incorporated the Monroe Steam Laundry Co. with \$10,000 capital stock.

Newbern—Iron Works.—Eugene H. Williams, W. T. Brinson and W. A. McIntosh have incorporated the Newbern Iron Works with \$20,000 capital stock.

Oxford—Water-works and Electric-light Plant.—The Oxford Water & Electric Co. has been incorporated with an authorized capital stock of \$100,000 by Harry L. Miller of Morganton, N. C.; William E. Richardson of Washington, D. C., and associates to construct and operate water-works and electric-light plant.

Rocky Mount—Cotton-yarn Mill.—Rocky Mount Hosiery Co. contemplates installing, some time in the future, machinery for spinning the yarns it consumes; nothing definite decided. The company is steadily increasing its knitting mill.

Ronda—Match Factory.—A company of which W. H. McElwee of Statesville, N. C., is manager will establish match factory. A two-story building, 90x160 feet, will be erected and equipped for a daily capacity of 1000 gross of matches. It is also stated that the company will manufacture the boxes to be used.

Roxboro—Vehicle Works.—A company has been organized by G. W. Thomas, W. T. Daniel, J. C. Pass, A. R. Foushee and W. T. Bradsher to manufacture wagons.

SOUTH CAROLINA.

Blacksburg—Mattress and Spring Company.—Blacksburg Mattress & Spring Co. has been

incorporated, with \$5000 capital stock, by W. T. Moore and others.

Columbia—Water-power-Electrical Plant.—Reports state that the Columbia Electric Street Railway, Light & Power Co. has secured an option on and will take over the Columbia canal, which generates about 12,000 horse-power. It is stated that the company will begin at once the dredging out of the canal for its entire length to secure its maximum power, install two additional electric generators, which will give 3000 additional horse-power, and expend about \$300,000 in the erection of a large steam-power plant to be used as an auxiliary or emergency plant. The development of other water-powers is also under contemplation, including the power of the Saluda river, one mile west of Columbia.

Darlington—Ice Factory.—It is reported that the W. D. Coggeshall Company will establish 10-ton ice plant; about \$15,000 will be invested.

Greenville—Lumber Company.—Chartered: Scruggs Lumber Co., with \$2000 capital stock, by J. E. Wright, J. J. Scruggs and J. M. Bramlett.

Lancaster—Granite Quarrying.—The Excelsior Land Co., which recently purchased 1000 acres of granite lands in Cedar Creek township, has reorganized as the Southern Granite Co., with \$300,000 capital stock. The plant will be enlarged.

Laurens—Overall Factory.—The Crescent Company has completed organization with Clarence E. Kennedy, president; Dr. Hugh K. Aiken, vice-president, and Thos. K. Hudgens, secretary-treasurer and manager. The company will erect a two-story brick building 45x85 feet and equip for a weekly capacity of 150 dozen garments; capital stock \$10,000.

Marion—Sewerage System.—City is contemplating arrangements for the construction of proposed sewerage system, and bids will be received until April 20; P. B. Hamer, city clerk.*

Orangeburg—Electric-light-plant Improvements.—City will expend from \$4000 to \$6000 in improvements to electric-light plant, including the installation of a 60-kilowatt S. P. alternator, 60-cycle 2300-volt alternating-current series arc system for 75 lamps, etc. Jas. E. Salley is city engineer.*

Spartanburg—Publishing.—Chartered: Spartanburg Herald Publishing Co., with \$10,000 capital stock, by W. W. Holland, H. L. Watson of Spartanburg, F. H. McMaster and A. E. Gonzales of Columbia, S. C.

West Union—Lumber Mill and Dry-kiln.—The Brown Lumber Co., reported incorporated last week with \$10,000 capital stock, will erect mill building, 40x100 feet, and dry-kiln, 20x36 feet; daily capacity 20,000 feet of North Carolina pine rough and dressed lumber.

Williston—Cannery.—W. C. Smith has definitely decided to establish plant for canning asparagus, referred to last week.*

TENNESSEE.

Baxter—Furniture Factory.—J. C. Gentry and associates have purchased, will enlarge and operate the plant of the Baxter Furniture Manufacturing Co., and will operate as the Baxter Manufacturing Co. W. R. Weaver is architect, and J. A. Maloney, engineer in charge.*

Bells—Dry-kilns.—Empire Planing Mill, George B. Brooks, manager, will rebuild dry-kilns reported burned last week.

Camden—Flour Mill.—L. A. Wyatt and associates, reported last week as organizing company with \$5000 capital stock to operate flour mill, will erect 40-barrel mill.

Chattanooga—Bottling Works.—Monarch Bottling Co. is the correct title of company reported last week as organized by A. D. Storey and others to deal in mineral and soda waters, etc.

Chattanooga—Gas and Gas-light Fixtures, etc.—Chartered: Crescent Burner Manufacturing Co., with \$10,000 capital stock, by Moritz Kerchberger, W. T. Free, W. W. Archibald, George Van Schwarz and R. H. Williams, to manufacture gas and gas-light fixtures, etc.

Chattanooga—Mica Mining, etc.—Lookout Mica Manufacturing Co. has been incorporated with \$30,000 capital stock by Edward Schryver, Cecilia Schryver, H. S. DeNeefe, William L. Hobart and George F. Hobart to mine and manufacture mica and its products.

Chattanooga—Real Estate.—The Whiteside Real Estate Co. has been incorporated with \$20,000 capital stock by V. B. Whiteside, Glenn M. Whiteside, Alfred T. Whiteside, William M. Whiteside and Claude Whiteside.

Chattanooga—Coal Company.—The Erens-ville Coal Co. has been incorporated with \$5000 capital stock by J. W. Clift, Sr., J. Walter Clift and G. M. Walker.

Chattanooga—Fiber Manufacturing.—H. C. Adler, George B. David, Frank Spurlock and others have incorporated the Tennessee Fiber Co. with \$100,000 capital stock to manufacture fiber from any material suitable for the purpose.

Chattanooga—Realty Company.—Incorporated: The Mutual Realty Co., with \$100,000 capital stock, by W. E. Raht, L. W. Llewellyn and associates.

Clarksville—Electric Light and Power Plant.—Reports state that the Clarksville Street Railway Co. has purchased the electric light and power plant of the Queen City Electric Light & Power Co., which will be improved and operated.

Columbia—Turnpike Company.—Chartered: The Columbia & Williamsport Turnpike Co., with \$10,000 capital stock. W. J. Russell is president; John F. Stockard, vice-president, and E. T. Eaten, secretary-treasurer.

Elizabethton—Saw and Woolen Mill, etc.—J. M. Barker, J. M. Lacy and W. D. Scott will build the woolen mill reported last week, also a saw-mill. They will develop water-power to furnish the motive power.

Harriman—Coal Mines.—It is reported that the Domestic Coal Co., composed of Alabama capitalists, is opening new mines and making other improvements at coal mines on Walden's Ridge, three miles from Harriman.

Harriman—Stave and Heading Plant.—Reports state that Frank B. Russell & Co., Louisville, Ky., will establish stave and heading factory. It is also stated that the company contemplates consolidating the several plants now being operated and remove to Harriman.

Holston Valley—Iron-ore Mines.—It is reported that J. R. Short of Max Meadows, Va., and A. T. Short of Marion, Va., will begin at once the development of the Bushong iron mines. The Messrs. Short can be addressed at the Hotel St. Lawrence, Bristol, Tenn.

Kenton—Stave Factory, etc.—Flowers Stave & Lumber Co. has been organized with \$10,000 capital stock for the manufacture of sawed staves and all kinds of hardwood lumber.

Knoxville—Paper-box Factory.—The East Tennessee Paper Box Co. is being organized with \$15,000 capital stock to establish paper-box factory.

Lewisburg—Water-works.—The city has recalled the election previously reported ordered (for the issuance of bonds to construct system of water-works) in order to make a thorough investigation as to the best system before the vote is taken. Address The Mayor.

Nashville—Vehicle Works.—The Deeds & Hirsig Company, it is reported, has purchased the business of the Talbot Carriage Co., 222 Second avenue, which will be operated. The company is also having plans prepared for the erection of factory building and warehouse; factory to be equipped for an annual output of 5000 buggies.

Nashville—Real Estate—Chartered: The Belmont Heights Land Co., with \$40,000 capital stock, by E. W. Morgan, S. G. Niles, John W. Overall, J. L. Valentino and associates.

Rockwood—Coal Mines.—Reports state that W. C. Wright, W. T. Richards, W. J. Snow and W. J. Richards have purchased and will operate the Blue Gem mines.

TEXAS.

Beaumont—Oil Wells.—John N. Gilbert, W. R. Dunlap, C. I. Wallis, I. R. Bordagas, J. F. Keith, S. W. Pipkins and associates have organized a company with \$20,000 capital stock to drill for oil.

Dallas—Lumber Company.—North Texas Lumber Co. has been incorporated, with \$20,000 capital stock, by W. H. Wallace, Iarnel Dechen and John A. Phelan.

Dallas—Plumbing, Gas and Electric Fixtures.—J. D. Kane Company has been incorporated with \$25,000 capital stock to manufacture plumbing, gas, steam and electric fixtures by J. D. Kane, M. Estes and Lee Stephens, all of Fort Worth, Texas.

Dallas—Telephone System.—F. B. McElroy and associates have applied for franchise for a long distance telephone service connecting Dallas with Fort Worth and other cities.

Denison—Overall Factory.—Reports state that the Denison Union Overall Co. will double the capacity of its plant.

El Paso—Mining-machinery Works.—Forrest McKinley, general manager of the Boiling Pot Concentrator Co., referred to last week, can be addressed at Prescott, Ariz., his permanent location at present.

Farmersville—Artificial Lake.—The Farmers' Cotton Oil Co. and the Farmersville Mill & Light Co. are building a pool near Farm-

ersville to cover 12 acres of ground, be 25 feet deep at the bank and cost about \$8000.

Ferris—Brick Works.—J. A. Carpenter, I. G. Cole, C. W. Crum, J. S. Wilson, W. J. Green and associates have organized a company with \$24,000 capital stock to establish brick works.

Fort Worth—Plumbing Fixtures.—J. D. Kane, M. Estes and Lee Stephens have incorporated the Kane Company, with \$50,000 capital stock, to manufacture plumbing fixtures.

Dexter—Cotton Gin.—H. C. Green & Davis will erect two-story building, 52x20 feet, and equip as cotton gin with a daily capacity of 30 bales.

Fort Worth—Lard Refinery.—Reports state that Swift & Co. will increase the size of the lard refinery being erected, making building eight stories instead of five, as originally planned. About \$25,000 additional will be expended.

Fort Worth—Sash and Door Factory.—Cleero Smith and Sidney Smith are reported as to establish sash and door factory.

Galveston—Chemical Works.—The Texas Chemical Works has been organized with \$30,000 capital stock by Julian Runge, C. H. Jones, Walter Jones, J. A. Robertson, I. F. Orton and associates to manufacture a chemical known as "dynamine."

Galveston—Bridge.—It is reported that the Gulf, Colorado & Santa Fe Railway contemplates building a bridge across the Canadian river at a cost of \$120,000; structure to be of steel, have stone and cement piers, 1000 feet long and 30 feet above water line. C. F. W. Felt, Galveston, Texas, is chief engineer.

Greenville—Mercantile.—Incorporated: The Harrison-Morris Dry Goods Co., with \$30,000 capital stock, by E. W. Harrison and associates.

Greenville—Real Estate.—R. W. Low, J. O. Teagarden, F. D. Palmer, F. M. Newton and others have incorporated the Elberta Land & Investment Co. with \$40,000 capital stock.

Hillsboro—Oil Wells.—Hill County Oil & Prospecting Co. has been organized with \$5000 capital stock to drill for oil. H. T. Ivy is president; J. M. McDaniel, vice-president; Charles L. Tarlton, secretary, and J. R. Willoughby, treasurer.

Hondo—Cotton Gin.—Holloway & Thallman state there is no truth in the report mentioned last week that they had secured a franchise to establish electric-light plant. They will erect a four 70-saw cotton gin; daily capacity 50 bales.

Houston—Oil Wells.—The Dagmar Company has been incorporated with \$7500 capital stock by W. W. Lunn, E. V. Zollars, H. W. Gates, Tom Smith, B. R. Sanders and associates to drill for oil.

Houston—Car-wheel Plant.—Dickson Car Wheel Co. expects to enlarge its machine shop and foundry in the near future.

Kerens—Flour Mill.—Kerens Milling Co. has been incorporated with \$15,000 capital stock by J. B. Reese, U. S. Prier, Travis Holland and J. V. Noble to build and operate a flour mill.

Lockhart—Road Construction.—Caldwell county has issued \$15,000 of bonds for improving county roads; John M. Gambrell, county judge.

Nordheim—Canning Factory.—The Nordheim Canning Factory has been organized with Charles W. Gohmert, president; E. R. Farver, vice-president, and L. C. Meutzler, secretary-treasurer.

Orange—Saw-mill.—It is reported that the Orange Lumber Co. will rebuild saw-mill reported burned last month at a loss of \$75,000. It is stated the capacity will be doubled. C. F. Pannewitz is manager.

Orange—Coal Mining.—Reports state that J. W. Clifton of Pendleton, Texas, contemplates organizing company for the development of coal fields along the Sabine river.

Palestine—Steel Bridges.—Missouri Valley Bridge Co., Leavenworth, Kan., has been awarded contract by the International & Great Northern Railway to replace all bridges between Palestine and San Antonio, Texas, with heavy steel bridges; cost \$600,000.

Point—Lumber Company.—Incorporated: D. W. Bryan Lumber Co., with \$10,000 capital stock, by C. J. Porchman, N. Gresham, J. B. Morris and G. W. Bellah.

Sherman—Undertaking Company.—Incorporated: Sherman Undertaking Co., with \$10,000 capital stock, by J. Lindsey, R. R. Dulin and Jesse P. Loving.

Temple—Candy and Bottling Works.—Temple Candy and Bottling Works has increased its capital stock to \$30,000.

Trinity—Saw-mill.—Reports state that the Carlisle Lumber Co. of Atchison, Kan., will erect saw-mill.

Wharton—Mercantile.—Progressive Mercan-

tile Co. has been incorporated with \$4000 capital stock by H. J. Griffith and others.

VIRGINIA.

Charlottesville—Real Estate.—Incorporated: Old Dominion Farm & Improvement Co., with J. R. Hayden, president; C. H. Lawrence, vice-president, and A. P. Bibb, secretary-treasurer.

Danville—Lumber Company.—Chartered: Phoenix Lumber Co., with \$25,000 capital stock. A. M. Southall is president; F. H. Wheatley, vice-president, and W. H. Barker, secretary-treasurer.

Mineral—Lumber Manufacturing, etc.—Mineral Machine & Lumber Co. has incorporated with an authorized capital stock of \$25,000 to manufacture lumber, repair machinery, etc. Dr. C. J. Terrell is president; R. J. Thacker, vice-president, and J. B. Woody, secretary-treasurer.

Newmarket—Electric-light Plant.—Rice Snapp, it is reported, has secured franchise to construct and operate electric-light plant.

Newport News—Sewerage System.—T. E. Pearse, city engineer, will supervise the construction of sewerage system in the East End referred to last week. About \$8000 will be expended.

Norfolk—Furniture Company.—Chartered: Stroud & Koteen, with an authorized capital stock of \$20,000, to deal in furniture. W. A. Stroud is president; E. A. Koteen, secretary, and E. A. Stroud, treasurer.

Norfolk—Drug Company.—National Utilization Corporation has been incorporated with an authorized capital stock of \$50,000. C. J. Collins is president and treasurer, and C. C. Lowery, vice-president and secretary.

Norfolk—Mineral Company.—Wetzlar Carbonate Lime Co. has incorporated with \$50,000 capital stock to deal in carbonate of lime, phosphate of lime and other mineral and fossil substances. S. A. Wetzlar of Norfolk is president; W. J. Cromer of Norfolk, Va., vice-president, and R. R. Hicks of Norfolk, secretary.

Norfolk—Real Estate.—S. A. Billings Company has been incorporated with an authorized capital stock of \$25,000. L. B. Whatley is president; W. H. Sargeant, Jr., vice-president, and S. A. Billings, secretary-treasurer; office 222 Atlantic Building.

Norfolk—Real Estate.—Graydon Park Co. has been incorporated with an authorized capital stock of \$20,000. A. B. Schwarzkopf is president; John L. Farrant, vice-president, and W. A. Godwin, treasurer.

Norfolk—Realty Company.—City Realty Corporation has incorporated with \$25,000 capital stock. Joel W. Martin of Norfolk is president, and J. D. Reed of Portsmouth, Va., secretary-treasurer.

Norfolk—Cash Registers.—The National Phonographic Cash Register Corporation is the title of company previously reported organized with Chas. M. Barnett, president; C. S. Clark, vice president and general manager, and Edmond S. Ruffin, secretary-treasurer, for the manufacture of a cash register which, in addition to registering, also announces by phonographic attachment the amount paid in.

Northwest—Cotton Gin.—Northwest Ginning Co. has been incorporated with an authorized capital stock of \$5000 to erect and operate a cotton gin. B. F. Scott is president; W. Lynch, vice-president, and B. F. Vaughan, secretary-treasurer.

Portsmouth—Real Estate.—Incorporated: West Port Norfolk Land Co., with A. J. Phillips, president; Williamson Smith, vice-president, and H. L. Maynard, secretary-treasurer; capital stock \$36,000.

Portsmouth—Grocery Company.—The Brinson Grocery Co. has been incorporated with W. E. Brinson, president; C. B. Cross, vice-president, and L. C. Brinson, secretary-treasurer; capital stock \$5000.

Radford—Mercantile.—The Workman's Supply Co. has been incorporated with an authorized capital stock of \$5000. J. W. Thorn is president; R. E. McNeal, vice-president, and J. M. Craddock, secretary-treasurer.

Richmond—Wood and Coal Company.—Incorporated: A. D. Landerkin Company, with an authorized capital stock of \$25,000. A. D. Landerkin is president; E. H. Ferguson, vice-president, and S. B. Tyler, secretary.

Richmond—Realty Company.—Jefferson Realty Corporation has incorporated with an authorized capital stock of \$1,400,000. Joseph Bryan of Richmond is president; Joseph E. Willard of Fairfax, Va., vice-president; E. G. Leigh, Jr., secretary, and O. J. Sands, treasurer (both of Richmond).

Richmond—Gas-plant Improvements.—City will let contract May 8 for proposed improvements to gas plant, including the construction of a 10-inch pipe line about three and one-third miles to supply gas under pressure

to new gasholder, brick boiler-house, steel smokestack, etc.; W. P. Knowles, Room 9, City Hall, superintendent.*

Richmond—Stationery Company.—Incorporated: Duckhardt Bros., with W. Duckhardt, president; Wolfgang Duckhardt, secretary, and R. Duckhardt, treasurer; capital stock \$15,000.

Suffolk—Gas Plant.—The Home Acetylene Light Co., Lynchburg, Va., will shortly begin the construction of gas plant at a cost of about \$20,000, for which franchise was reported last November as having been granted.

WEST VIRGINIA.

Beckley—Construction Company.—E. R. Smith, A. F. Duren, M. E. Jenkins, L. M. Smith and Arthur Duren have incorporated the General Contract & Construction Co. with \$25,000 capital stock.

Berkeley Springs—Sand Company.—Incorporated: The Pittsburgh Glass Sand Co. of Baltimore, with \$75,000 capital stock, by S. W. Walker, W. C. Kilmer, J. M. Woods of Martinsburg, W. Va.; W. Stuart of Symington, W. Va., and Albert C. Ritchie, 204 North Calvert street, Baltimore, Md., to deal in sand.

Bluefield—Fuel and Supply Company.—Incorporated: Interstate Fuel & Supply Co., with \$10,000 capital stock, by Felix O'Keefe, B. F. Lindsay, C. W. Akers and F. H. Akers.

Ceredo—Oil and Gas Wells.—Wayne B. Ferguson of Ceredo, John C. Ferguson of Ferguson, W. Va.; Z. T. Vinson of Huntington, W. Va., and associates have incorporated the Ferguson Oil & Gas Co. with \$50,000 capital stock to drill for oil and gas.

Charleston—Corn Mill.—Carlton Haines has contract to erect corn mill for J. W. Dougherty & Co., reported last week; building to be of frame, 40x50 feet.

Clarksburg—Mercantile.—L. G. Lockwood and associates have incorporated the Irwin-Lockwood Company with \$10,000 capital stock.

Clarksburg—Oil and Gas-pipe Line.—Novelty Oil Co. has been incorporated with \$10,000 capital stock by T. H. Williams, W. O. Carter, N. P. Bochin and associates to deal in oil and gas, lay pipe lines, etc.

Elm Grove—Sanitary-fixtures Factory.—Reports state that Frederick Suck of New Brighton, Pa., representing a sanitary-fixtures manufacturing company of New Brighton, is investigating with a view to locating plant.

Elm Grove—Vehicle Works.—Reports state that Nelson Cecil has purchased, will enlarge and operate the vehicle works of J. L. Kimmons.

Huntington—Cigar Factory.—The American Stogie Co. of Pennsylvania, Pittsburg, Pa., is considering the erection of plant at Huntington.

Inwood—Flour Mill.—The Kettering Milling Co. has been incorporated with \$25,000 capital stock by J. W. Kettering, J. R. Deering, Isaac T. Johnson, E. B. Kettering, Jr., and others to erect and operate flour mill.*

Kingwood—Water-works.—Town has let contract to M. C. Talbot, Philippi, W. Va., for the construction of proposed water-works.

Marlinton—Water-works and Electric-light Plant.—Town has let franchise to the Marlinton Light & Water Co. to construct and operate electric-light plant and water-works.

Morgantown—Baking Powder, etc.—The Eastern Supply Co. has incorporated with \$25,000 capital stock to manufacture baking powder, extracts, etc.; incorporators, F. D. Banister, Joseph H. McDermott, Thomas Ray and associates.

Salem—Oil and Gas Wells.—Charley Randolph Oil & Gas Co., with \$10,000 capital stock, by Charley H. F. Randolph, J. E. Sutton, W. H. Carr, J. W. King and E. G. Davis to drill for oil and gas.

Salem—Window-glass Factory.—Oscar C. Wilt, George H. Ross, T. F. Kemler, J. B. Spalling of Salem and H. W. Weld of Chicago, Ill., have incorporated the Salem Window Glass Co. with \$45,000 capital stock to manufacture and deal in window glass. A 24-blower-tank capacity will be installed.*

Wendel (not a postoffice)—Coal Mining, etc.—The Maryland Coal Co., R. F. D. No. 6, Grafton, W. Va., previously reported as to develop townsite at Wendel by the erection of dwellings, installation of water-works, electric-light plant, etc., will develop coal mines having a daily capacity of 1500 tons. Geo. S. Brackett, R. F. D. No. 6, Grafton, W. Va., is engineer in charge, and John S. Siebert, Cumberland, Md., architect.

Wheeling—Laundry.—North Wheeling Hospital and Orphan Asylum is having plans prepared by Giesey & Faria, Masonic Temple, for two-story brick building with slate roof to be equipped as laundry.

INDIAN TERRITORY.

Ardmore—Water-works, Natatorium, etc.—Reports state that Dr. Williams of Claremore, I. T., and W. A. Whitford of Nowata, I. T., will erect water-works, natatorium and plunge bath.

Boynton—Flour Mill.—Adam Pearce of Muskogee, I. T., is reported as to erect flour mill.

Eufaula—Gas and Oil Wells.—The Eufaula Oil & Gas Co. has been organized with \$40,000 capital stock to drill for oil and gas.

South McAlester—Publishing.—Paul B. Smith, W. F. Weber, A. O. Archie, E. A. Newman and associates have organized a company with \$10,000 capital stock and purchased the plant of the Indian Citizen Publishing Co.

Wynnewood—Electric-light Plant and Water-works.—City will probably let franchise for electric-light plant and water-works previously mentioned; population 3000; J. O. Swingley, mayor.*

OKLAHOMA TERRITORY.

Altus—Hardware, etc.—The Bonebrake-Hightower Company has increased its capital stock from \$7000 to \$18,000.

Capron—Telephone System.—The Driftwood Telephone Co. has been incorporated with \$1000 capital stock by John Nelson, William Lightburn and associates.

Covington—Creamery.—W. D. Hall, J. W. Keltner, John Boepple, G. Woerz and O. E. Helton have incorporated the Covington Creamery Co. with \$2500 capital stock.

Enid—Townsite Company.—Incorporated: The Highland Townsite Co., with \$3000 capital stock, by Abe C. Kaufman, Herbert L. Kaufman, Albert Loewen and associates.

Enid—Printing Plant.—The Leader Printing Co. has been incorporated with \$2000 capital stock by L. E. Potter, F. B. Bower and others.

Granton—Telephone System.—The Granton, Fairview & Western Telephone Co., with \$5000 capital stock, by J. C. Major, W. G. Scates, M. H. Gosner, W. J. Scates and E. Renbow.

Guthrie—Warehouse and Storage Company.—The Southern Warehouse & Storage Co. of Guthrie and Memphis, Tenn., has been incorporated with \$300,000 capital stock by W. H. Coyle, D. F. Smith of Guthrie, B. G. West of Memphis, Tenn., and Frank B. Lucas of Paducah, Ky.

Guthrie—Oil Wells.—The Oklahoma & Chickashaw Oil Co. of Guthrie and Wynnewood, I. T., has been incorporated with \$1,000,000 capital stock by Thomas J. Lowe, S. A. Braddish, Horace Speed of Guthrie, John D. Dougherty, William P. Hollister, John L. Palmour of Wynnewood, I. T., and associates to drill for oil.

Lawton—Smelter.—Homestead Mining & Milling Co., previously reported incorporated with \$100,000 capital stock, to mine gold, silver, copper and other metals, will erect a smelter of 25-ton capacity. J. F. Pindexter of St. Joe, Texas, is architect in charge.

Mangum—Mercantile.—Incorporated: Trippett's Cash Store, with \$10,000 capital stock, by H. W. Trippett, John Trippett of Mangum and H. L. Page of St. Louis, Mo.

Oklahoma City—Oil, Gas and Mining Company.—E. A. Fox, A. T. Wildman, Thomas F. McMechan, James R. Lewis and J. H. Hicks have incorporated the Queen City Oil, Gas & Mining Co. with \$20,000 capital stock.

Shawnee—Paint and Glass Company.—The Wirfs Paint & Glass Co. has been incorporated with \$10,000 capital stock by J. P. Wirfs, M. L. Williams and W. L. Chapman.

Watonga—Townsite Company.—Watonga Townsite Co. has been incorporated with \$15,000 capital stock by A. W. Sunderland, N. Orndorff, R. A. O. Montgomery of Watonga, John Myers and Philip H. English of Enid, O. T.

Watonga—Mill and Elevator Company.—A. W. Sunderland, N. Orndorff, R. A. O. Montgomery of Watonga, John Myers and Philip H. English of Enid, O. T., have incorporated the Southwestern Mill & Elevator Co. with \$25,000 capital stock.

BURNED.

Greenwood, Miss.—Yazoo Cooperage Co.'s heading factory; loss \$10,000.

Kingston, Ala.—Kingston Mill Co.'s plant; loss \$5000.

Lynnville, Tenn.—Wiggs Bros.' saw and planing mill at Yokely.

Memphis, Tenn.—Crane Bros.' warehouse; loss \$30,000.

Nashville, Tenn.—Vanderbilt University's main building.

Nashville, Ga.—W. W. Hall & Co.'s saw-mill; loss \$3500.

New Martinsville, W. Va.—W. P. Rude & Co.'s factory.

Oliver Springs, Tenn.—Hotel owned by Richards Bros.; loss \$15,000.

Reydel, Ark.—Hall & Albright's saw-mill; loss \$30,000.

Tullahoma, Tenn.—Dormitory of the Jessie May Aydelotte College; loss \$5000.

Washington, N. C.—E. M. Short Lumber Co.'s saw-mill; loss \$30,000.

Wray, Ga.—Dooley Lumber Co.'s mill; loss \$25,000.

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Adel, Ga.—School Building.—A. D. Wiseman, city clerk, will receive bids until May 22 for the erection of a two-story brick, limestone and granite school building with slate roof to cost \$10,000. W. B. Talley, 67 Kentucky Building, prepared the plans.

Anniston, Ala.—College Building.—John B. Knox, Anniston, Ala., will receive bids until May 5 for the erection of the Alabama Presbyterian College building. Plans and specifications on file at the office of John B. Knox, also at the office of Breeding & Whildin, architects, 15 Watts Building, Birmingham, Ala. Certified check for \$500 must accompany each bid. Usual rights reserved.

Ardmore, I. T.—Hotel.—Dr. Williams of Claremore, I. T., and W. A. Whitford of Nowata, I. T., will organize company for the erection of six-story hotel.

Athens, Ala.—College Building.—Barber & Clutts are preparing plans for three-story addition, 125x125 feet, and other improvements to be made to the Athens Female College mentioned last week. Contract will be let some time in May.

Athens, Ga.—Science and Industrial Hall.—Haralson Bleckley, Empire Building, Atlanta, Ga., has completed plans for Science and Industrial Hall previously reported to be erected at the State Normal School at a cost of \$25,000.

Augusta, Ga.—Masonic Temple.—Henry C. Morrison has contract to build addition and make other improvements to Masonic Temple previously mentioned.

Baton Rouge, La.—Office Building.—D. M. Raymond, S. I. Raymond and W. P. Raymond will erect three-story office building.

Birmingham, Ala.—Evans Bros. Construction Co. has contract to erect three-story building 50x80 feet, reported last week to be erected by the estate of P. H. Earle. Wheelock, Joy & Wheelock prepared the plans.*

Birmingham, Ala.—School Building.—Bids will be received at the office of the President of the Board of Education, City Hall, until April 29 for the construction of a three-story brick school building on South Highlands. Certified check for \$250 must accompany each bid. Plans and specifications may be obtained at the office of Miller & Martin, architects, Hood Building, Birmingham. Board of Education reserves usual rights.

Bristol, Va.—Tenn.—Business Building.—N. D. Bachman will erect two-story brick business building, 75x100 feet, at a cost of \$7000.

Bristol, Va.—Tenn.—Store Building.—The King Bros. Shoe Co. will erect three-story brick building, 36x135 feet.

Bryan, Texas.—School Building.—The School Board has accepted plans by C. H. Page, Austin, Texas, for the erection of proposed two-story pressed-brick school building; cost \$6000.

Capeville, Va.—Church.—Methodist congregation contemplates erecting \$5000 edifice. Address The Pastor.

Cedartown, Ga.—Business Building.—The Standard Publishing Co. has let contract to S. L. Clay & Son for the erection of a two-story brick addition, 20x25 feet.

Chattanooga, Tenn.—Business Building.—J. W. Adams has secured permit to rebuild the Adams Building recently burned; about \$15,000 will be expended.

Chattanooga, Tenn.—Dwelling.—Adams & Schneider, Room 3, Adams Block, and not Adams & Son, have contract to erect residence for C. F. Milburn previously reported. Bearden & Foreman prepared the plans.

Chattanooga, Tenn.—Dwelling.—Cox & Rider have contract to erect \$5000 brick residence for Ed Davidson.

Chattanooga, Tenn.—Theater.—T. S. Wilcox of the T. S. Wilcox Plumbing Co. is reported as having purchased site on which to erect theater.

Chattanooga, Tenn.—Office Building.—J. B. Pound, publisher of the Chattanooga News,

has secured site on which to erect four-story brick building, 50x100 feet, with stone front, to be occupied entirely by the News.

Chattanooga, Tenn.—Warehouse.—The Tom Fritts Hardware Co. has purchased site on which to erect a two-story brick warehouse.

Cheneyville, La.—School Building.—Building Committee has accepted plans by Har-nold & Gauthier for the erection of proposed two-story brick high-school building to cost \$18,000.

Cheraw, S. C.—Hotel.—Dr. Edward A. Watson of Lenox, Mass., and Rockledge, Fla., contemplates erecting hotel.

Cheraw, S. C.—Depot.—J. D. Elliott, Hickory, N. C., has contract to erect proposed depot for the Seaboard Air Line Railway, W. W. Gwathmey, Jr., chief engineer, Portsmouth, Va. Building to be 64x30 feet, of mill construction.

Clarksville, Ark.—Hotel.—E. T. McConnell has contract to erect hotel for the Clarksville Hotel Co., previously reported; structure to be 80x130 feet, with annex 40x50 feet, and cost \$25,000. F. W. Gibb, Little Rock, Ark., prepared the plans.

Clarksville, Ga.—School Building.—Contract will be let May 4 for proposed enlargement to school building; J. W. S. More, clerk.*

Clarksville, Texas.—Church.—J. W. McGraw of Ennis, Texas, has contract at \$10,680 for the erection of proposed pressed-brick edifice for the Cumberland Presbyterian Church.

Coahoma, Miss.—Hotel.—J. A. Buck has had plans prepared by the L. M. Weathers Company, Memphis, Tenn., for hotel building.

Corsicana, Texas.—Courthouse.—New York Construction Co. of Fort Worth, Texas, has contract at \$128,900 for the erection of Navarro county's courthouse previously reported.

Covington, La.—Hotel.—Reports state that Louis Strain has purchased the Courtney property at Rutland and Florida streets, which will be remodeled and converted into a hotel.

Cumberland, Md.—Clubhouse, etc.—The Potomac Club has purchased site on which to erect clubhouse, bathhouse and bowling alley.

Dallas, Texas.—Masonic Temple.—Local lodges of Masons have secured site on which to erect proposed seven-story steel, stone and brick building at a cost of \$50,000.

Durham, N. C.—Dwelling.—J. E. Owens is having plans prepared for a two-story residence.

Drakes Branch, Va.—Bank Building.—The Bank of Chase City, Drakes Branch, Va., will receive bids until May 15 for the erection of brick bank building to be completed within four months from date of contract. Plans and specifications may be seen at the Bank of Chase City, Drakes Branch, or Chase City, Va., or at office of W. C. West, architect, Richmond, Va. Usual rights reserved.

Fairmont, W. Va.—School Building.—City has voted affirmatively the proposed issuance of \$150,000 of bonds for the erection of four school buildings. Address The Mayor.

Fayetteville, Ark.—Dwelling.—Oscar Gates has prepared plans for a two-story brick veneer residence to be erected by F. O. Gulley at a cost of \$5000.

Fayetteville, Ark.—Dwelling.—J. E. Mook has had plans prepared by Oscar Gates for a two-story brick residence to be erected at a cost of \$5500.

Fayetteville, W. Va.—Bank Building.—Fayetteville National Bank is having plans prepared by Frank T. Davis, 230 St. Paul street, Baltimore, Md., for the erection of two-story bank building, 40x84 feet, to cost \$18,000.

Fort Smith, Ark.—Hotel.—F. F. Stevens, manager Southern Hotel, is reported as organizing a company for the erection of a brick and terra-cotta hotel building, 75x140 feet, to cost \$300,000. Williams & Taylor, Muskogee, I. T., are preparing the plans.

Fort Worth, Texas.—Church.—First Congregational Church contemplates erecting \$15,000 edifice; G. W. Ray, pastor.

Fort Worth, Texas.—Office Building.—Northern Texas Traction Co. will erect one-story brick building, 40x80 feet, to be used as express depot.

Gainesville, Texas.—City Hall.—R. O. Langworthy, San Antonio, Texas, has contract at \$16,750 for the erection of city hall previously mentioned. The letting of contract to Henry Phelps, as recently reported, was erroneous.

Goulding, Fla.—Warehouse.—C. Gunter Elmore of Pensacola, Fla., will erect warehouse of hollow concrete blocks with gravel or tin roof and concrete floor. A water tank of 10,000 to 15,000 gallons capacity may probably be erected.

Hambleton, W. Va.—Hotel.—Nethken Bros. of Whitmer (P. O. Horton), W. Va., are reported as to erect a hotel.

Hattiesburg, Miss.—Hotel and Depot.—Gulf & Ship Island Railroad has let contract to W. M. Allen, Son & Co., Peoria, Ill., for the erection of five-story hotel and depot of press brick and terra-cotta fronts previously mentioned. Thos. Sully, New Orleans, La., prepared the plans.

Hattiesburg, Miss.—Buildings.—Comfort Colored Orphan and Industrial Institute has appointed a committee to draft plans and secure estimates on the erection of new buildings. J. K. Comfort is president.

Henderson, N. C.—School Building.—J. L. Currin, secretary Henderson Graded School, wants plans for 12-room school building, for which \$20,000 of bonds was previously reported voted.

Hickory, N. C.—Dwelling.—Wheeler, Runge & Dickey, Charlotte, N. C., are preparing plans for residence to be erected by H. M. Sherrill.

Hickory, N. C.—Store Buildings.—J. D. Elliott is having plans prepared by Wheeler, Runge & Dickey, Charlotte, N. C., for the erection of a block of two-story brick store buildings.

Hopkinsville, Ky.—Dwelling.—Dr. F. P. Thomas has had plans prepared by J. H. Dagg for the erection of two-story residence 40x60 feet, of pressed brick, to cost \$25,000.

Hopkinsville, Ky.—Sanitarium.—J. L. Long has completed plans for a two-story brick sanitarium 50x60 feet, to be erected by Dr. C. B. Petrie.

Hot Springs, Ark.—Church.—The First Presbyterian Church has secured site on Orange street on which to erect proposed \$15,000 edifice. Address The Pastor.

Hot Springs, Ark.—Store Building, etc.—G. D. West will erect five-story building to be used as store and hotel.

Hot Springs, Ark.—Hotel.—F. J. W. Hart is preparing plans for five-story semi-fireproof hotel to be erected by D. Beitler at a cost of about \$75,000.

Hot Springs, Ark.—Hotel.—Henry Waldstein has had plans prepared by Van Patten & Horn for the erection of a three-story hotel.

Huntington, W. Va.—School Building.—Board of Regents of the State Normal Schools have accepted plans by Holmboe & Lafferty, Fordyce Building, Clarksburg, W. Va., for three-story school building, 88x120 feet, previously reported to be erected at Marshall College.

Itasca, Texas.—Church.—The Cumberland Presbyterian Church will erect \$6000 edifice, and bids for the construction are being asked. Address The Pastor.

Jackson, Miss.—Business Building.—The Jones-Kennington Company will erect seven-story building at a cost of \$60,000.

Jackson, Mo.—Church.—The Methodist congregation will erect \$15,000 edifice. Architect has not been engaged; J. J. Lovett, pastor.

Jefferson City, Mo.—Court Building.—Board of Commissioners, W. C. Marshall, chairman, will receive plans and specifications until May 1 for a Supreme Court building to cost \$180,000. Three prizes of respectively \$1000, \$500 and \$350 will be paid for the best plans, and the architect securing the first prize will be employed as superintendent of construction.

Jellico, Tenn.—Church.—The Christian church has purchased site on which to erect proposed brick edifice. Address The Pastor.

Joplin, Mo.—Hotel, etc.—T. B. Bellas, 19 Columbia Building, is preparing plans and will receive bids about May 10 for six-story hotel, office and store building to be erected by L. P. Cunningham; to be of brick and stone, tin roof, gas and electric fixtures, and cost \$100,000.

Kansas City, Mo.—Store Building.—Hollinger & Mitchell have contract to erect store building, 48x11 feet, for L. W. Besse of Springfield, Mass., for which B. H. Seabury of Springfield, Mass., was reported last week as preparing plans.

Kansas City, Mo.—Hotel Improvements.—It is reported that \$175,000 will be expended in improvements to the Hotel Savoy, including the erection of a 100-room addition; Frank P. Ewins, proprietor.

Kingstree, S. C.—Store Building.—P. S. Courtney & Co. will erect two-story brick store building. W. M. Brockington will erect two-story store building.

Lancaster, S. C.—Business Building.—Leroy Springs will erect business building of brick, with gravel roof, for which plans have been prepared by J. M. McMichael of Charlotte, N. C.

Lancaster, S. C.—Dwelling.—J. M. McMichael of Charlotte, N. C., has completed plans for Leroy Springs' proposed residence.

Lancaster, S. C.—Dwelling.—C. C. Whitaker of Concord, N. C., has contract to erect

two-story residence for L. P. Roddy after plans by J. M. McMichael of Charlotte, N. C.

Lancaster, S. C.—Dwelling.—J. M. McMichael of Charlotte, N. C., is preparing plans for residence to be erected by C. J. Henry.

Laurel, Miss.—School Building.—City contemplates the erection of \$25,000 brick high-school building. Address The Mayor.

Little Rock, Ark.—Dormitory.—John H. Page, secretary and purchasing agent Board of State Charities, Little Rock, will receive bids until May 2 for the construction of a dormitory building for the Deaf Mute Institute, Little Rock; also fireproof connections between the buildings. Plans may be seen at office of Frank W. Gibbs, architect, Rooms 2-4, Relder Building. Certified check for \$500 must accompany each bid. Usual rights reserved. (Bids were previously asked to be opened April 4.)

Lynchburg, Va.—Fire Station.—Board of Fire Commissioners, W. G. Jones, chairman, will receive bids until May 1 at the Fifth Street Fire Station for the construction of a fire station for the city in accordance with plans and specifications on file in the office of Lewis & Burnham, architects, Lynchburg National Bank Building. Certified check for \$250 must accompany each bid. Usual rights reserved.

Lynchburg, Va.—Store Building.—Harry S. Hirsch & Bro. are having plans prepared by Frye & Chesterman for the erection of three-story pressed-brick store building.

Lynchburg, Va.—Library Building.—The Trustees of the George M. Jones Library Association have accepted plans by Frye & Chesterman for the erection of \$50,000 library building reported last month; to be of buff pressed brick with Indiana limestone and terra-cotta trimmings.

Macon, Ga.—Apartment-houses.—The North Macon Highlands Land Co. has purchased site and is having plans prepared by Curran Ellis for the erection of a row of three-story fireproof apartment-houses to be equipped with electric elevators, electric lights, etc.

Macon, Ga.—Postoffice.—Mankin Construction Co., Richmond, Va., reported last week as lowest bidder, has been awarded contract at \$215,850 for the erection of postoffice.

Macon, Ga.—Building.—The Georgia Industrial Home, J. R. Gunn, general manager, contemplates erecting \$10,000 Mumford Memorial Hall.

Madison, Fla.—School Building.—W. T. Davis has contract to erect school building previously mentioned after plans by T. W. Smith & Co., Columbus, Ga.; building to be two stories, 24x63 feet, of ordinary construction, and cost \$10,500 exclusive of furnishings.*

Madison, Ga.—Courthouse.—Reports state that the Winder (Ga.) Lumber Co. has contract to erect Morgan county's courthouse previously mentioned.

Madisonville, Ky.—Dwelling.—George R. Lynn has had plans prepared by J. B. Long, Hopkinsville, Ky., for the erection of a two-story frame residence 50x75 feet, to cost \$600.

Madisonville, Ky.—Store Building.—J. L. Long, Hopkinsville, Ky., has completed plans for two-story brick store building 75x120 feet for the Royal Coal Co.

Manor, Texas.—School Building.—The \$10,000 bond issue previously reported to be voted for the erection of school building has been defeated. Address The Mayor.

Marion, Ky.—Bank Building.—Marion Bank is having plans prepared by Harris & Shopbell, Evansville, Ind., for a two-story brick building, 32x54 feet, to replace structure recently burned.

McKinney, Texas.—Depot.—Wm. Cornish, president Southwestern Construction Co., Sherman, Texas, has contract to erect union depot for the Houston & Texas Central Railroad and the Missouri, Kansas & Texas Railway previously reported.

Memphis, Tenn.—Home.—Alsop & Woods are preparing plans for the \$40,000 building to be erected for the Anne Brinkley Home for the Women's Christian Association.

Memphis, Tenn.—Dwellings.—Alsop & Woods are receiving bids for a two-story brick veneered residence to be erected by Henry Hurst at a cost of \$10,000.

Middlebourne, W. Va.—Dwelling.—Dr. M. M. Reppard is having plans prepared by W. J. Alexander, New Martinsville, W. Va., for the erection of a two-story residence, 30x30 feet, and contract for the erection will be let about May 15.*

Middlebourne, W. Va.—Masonic Temple.—Building Committee will receive bids until May 16 for the erection of proposed Masonic Temple after plans by W. J. Alexander of New Martinsville, W. Va.

Midville, Ga.—School Building.—Town will

vote on the issuance of bonds for the erection of school building.

Monroe, N. C.—Store and Office Building.—English Drug Co. is having plans prepared by Wheeler, Runge & Dickey, Charlotte, N. C., for store and office building.

Montgomery, Ala.—Office Building.—James H. Cook and George Laurie have purchased site on which to erect a 10 or 12-story steel-structural office building.

Morristown, Tenn.—Store Building.—Jos. Susan will erect three-story store building.

Nashville, Tenn.—Flat Building.—E. D. Richardson will erect a two-story flat building to cost \$6500.

Nashville, Tenn.—Flat Building.—J. S. Ramage has let contract for the erection of two-story flat building after plans by C. K. Colley.

Nashville, Tenn.—Dwelling.—Mrs. A. A. Kennedy has permit to erect a two-story brick residence to cost \$7500.

Nashville, Tenn.—Church.—Mt. Zion (colored) Baptist Church will shortly begin the erection of proposed \$10,000 edifice after plans by W. B. Turbeville.

Nashville, Tenn.—Dwelling.—C. C. Carter has contract to erect two-story frame residence for F. Smith Tenison after plans by Thomas & Ferguson.

New Orleans, La.—Hotel.—The La Baronne Hotel Realty Co. has been incorporated for the erection of \$350,000 hotel previously mentioned.

New Decatur, Ala.—Opera-house.—It is reported that a company is being organized to erect a \$15,000 opera-house, and E. C. Payne is interested.

New Orleans, La.—Church, School and Rectory.—Site has been purchased on Napoleon avenue on which to erect Catholic church, school and rectory; Father L. J. Kavanaugh, pastor.

New Orleans, La.—Warehouses.—D. H. Barnes has contract to erect three warehouses for the New Orleans Terminal Co. referred to last week; buildings to be 105x565 feet, 50x300 feet and 50x1000 feet, respectively, to be equipped with electric lights and cost \$110,000. C. H. Flak is company's engineer, 1561 St. Louis street, New Orleans.

Newport News, Va.—City-hall improvements.—City will expend \$10,000 in improvements to City Hall, referred to last week, to include an addition 33x34 feet. T. E. Pearce, city engineer, is architect in charge.

Norfolk, Va.—Apartment-house.—R. Margolin is having plans prepared for the erection of an apartment-house on Freemason street.

North Augusta, Ga.—School Building.—City has voted the \$12,000 bond issue previously mentioned for the erection of school building. Address The Mayor.

Oklahoma City, O. T.—Hotel.—D. Turbyfill, 234 Bank of Commerce Building, is preparing plans for a two-story hotel, 42x38 feet, of brick and stone, concrete flooring, to be erected by G. W. Limmerick at a cost of \$10,000.

Parkersburg, W. Va.—Automobile Garage.—Parkersburg Automobile Co., reported incorporated last week with \$15,000 capital stock, will erect two-story brick building, 55x100 feet; E. I. Sanderson, Guaranty Building, architect.*

Parkersburg, W. Va.—Dwelling.—Wm. Howe Patton, 720 Union Trust Building, has completed plans for three-story residence 60x38 feet for Thos. G. Martin; cost \$7500.

Prattville, Ala.—Courthouse.—Bids will be received until May 10 for the erection and completion of courthouse in accordance with plans and specifications on file in the office of G. S. Livingston, judge of probate, Prattville, and in the office of the Bruce Architectural Co., Birmingham, Ala. Bids must be made out on regular proposal blanks furnished by architects and accompanied by a certified check of 20 per cent. of amount of bid, made payable to G. S. Livingston, probate judge. Usual rights reserved.

Prattville, Ala.—Jail.—Board of Revenue of Autauga county, Prattville, will receive bids until May 10 for the erection and completion of a county jail in accordance with plans and specifications on file in the office of G. S. Livingston, judge of probate, Prattville, and in the office of the Bruce Architectural Co., Birmingham, Ala. Certified check for \$1000, made payable to the probate judge, must accompany each bid. Usual rights reserved.

Raleigh, N. C.—Church.—Bids will be received until April 29 for furnishing materials and building edifice for the Good Shepherd Church. Plans, specification and full information can be obtained by applying to C. E. Hartge, architect, 108 West Martin street, Raleigh. Usual rights reserved.

Raleigh, N. C.—Store and Office Building.—Frank Stronach has had plans prepared by

W. P. Rose for the erection of brick store and office building, 105x200 feet.

Raleigh, N. C.—Hospital Improvements.—Bids will be received until May 23 at the office of the superintendent for the erection of four-story addition to building. Plans and specifications can be seen at office of W. P. Rose, architect, Carolina Trust Building, Raleigh, N. C., after May 10. Usual rights reserved.

Richmond, Va.—School Building.—Plans by Charles K. Bryant, 201 South Tryon street, Charlotte, N. C., have been adopted for high-school building previously reported to be erected; cost, including the grounds, \$300,000.

Rocky Mount, N. C.—Hotel.—Isaac Levy of Rocky Mount, J. H. Gall and E. G. Elcal of Richmond, Va., are having plans prepared by H. E. Bonitz of Wilmington, N. C., for the erection of a hotel 75x120 feet, of pressed brick and stone, heated by steam, electric lights, and costing about \$50,000.

Russell, Ky.—Dwelling.—Demaro Russell has had plans prepared by Mill & Williams of Ironton, Ohio, for the erection of two-story press-brick residence with slate roof; cost \$5000.

Salem, Va.—Business Building.—Reports state that J. S. Persinger contemplates the erection of modern business building.

Saltville, Va.—School Building.—Bids will be received until May 1 for the erection of school building in accordance with plans and specifications on file. For circular and particulars address J. S. Goetchius, secretary building committee, Saltville, Va.

Savannah, Ga.—Home Building.—J. R. Eason & Son have contract to erect proposed addition to St. Mary's Home.

Savannah, Ga.—Hotel Improvements.—It is reported that the Savannah Hotel Co. contemplates expending \$30,000 in improvements to the De Soto Hotel.

Sedalia, Mo.—Fair Buildings.—Missouri State Fair Board has let contract to S. W. Ricketts for the erection of fair buildings previously mentioned.

Sherwood (P. O. Rider), Md.—Depot.—It is reported that the Northern Central Railway will erect passenger depot, 68x24 feet, partly of stone with slate roof; J. H. Nichol, principal assistant engineer, Williamsport, Pa.

Shreveport, La.—Clubhouse.—A. J. Armstrong & Co. are preparing plans for proposed three-story Elks' clubhouse 45x80 feet; to be of buff brick, terra-cotta, iron and steel, with reinforced concrete flooring and steel and concrete roof; cost \$30,000.

Shreveport, La.—School Building.—Caddo Parish School Board will receive bids until May 1 for the erection of a two-story press-brick school building 88x68 feet, in accordance with plans by N. S. Allen, 508 Texas street. Certified check for \$500, payable to president, must accompany each bid.

Sparta, Ga.—Jail Building.—Hancock county will rebuild jail recently reported burned; cost about \$8000; W. E. Wiley, county clerk.

Springfield, Fla.—Church.—W. B. Camp, 20 Main street, Jacksonville, Fla., is preparing plans for a brick veneer church to be erected by the Methodist congregation.

Springfield, Fla.—Dwelling.—W. L. Spearling, Jacksonville, Fla., is having plans prepared by W. B. Camp, 20 Main street, Jacksonville, Fla., for the erection of \$5000 residence.

Springfield, Fla.—Dwelling.—W. B. Camp, 20 Main street, Jacksonville, Fla., has completed plans for \$5000 residence to be erected by B. T. Mays of Jacksonville, Fla.

St. Joseph, Mo.—Auditorium.—The St. Joseph Auditorium Co. has let contract to P. P. Buddy for the erection of fireproof auditorium, 140x240 feet, previously reported. Eckel & Mann prepared the plans.

St. Louis, Mo.—Apartment-houses.—J. M. Levi has let contract for the erection of two three-story apartment-houses to cost about \$80,000.

St. Louis, Mo.—Building.—Kinlock Building Co. has been organized with \$500,000 capital stock by John F. Casey, Henry G. Fadeley and associates for the erection of building for the Kinlock Telephone Co. previously reported; structure to be six stories and cost about \$200,000; Widman, Walsh & Boisselier, Wainwright Building, architects.

St. Louis, Mo.—Masonic Temple.—Tuscan Lodge of Masons has purchased site on which to erect Masonic Temple.

St. Louis, Mo.—Office-building Addition.—The Missouri Lincoln Trust Co. is having plans prepared by Ennis & Young for the addition reported last week to be built; structure to be 53x127 feet, 192 feet high, of fireproof construction.

St. Louis, Mo.—Dwelling.—J. P. Tirrill has purchased site on which to erect \$12,000 residence.

Summerville, W. Va.—Bank Building.—Nicholas County Bank, previously reported as to erect bank building, is having plans prepared by Frank E. & Henry R. Davis, 220 St. Paul street, Baltimore, Md.

Talladega, Ala.—Courthouse.—Bids will be received until May 8 for building annex to Talladega county courthouse, Talladega, Ala. Plans and specifications can be secured from J. E. Camp, judge of probate, Talladega, or from H. K. Chapman, architect, 627 Empire Building, Atlanta, Ga.*

Tallahassee, Fla.—College Buildings.—Board of Trustees of the Florida State College has had plans prepared for \$50,000 science hall, \$10,000 gymnasium building, three-story brick library building to cost \$10,000, and a dining hall.

Tampa, Fla.—Depot.—Mankin Construction Co. of Richmond, Va., is reported as having contract for the erection of passenger depot for the Seaboard Air Line Railway previously mentioned; building to be 120x40 feet, of buff pressed brick with terra-cotta tiling for the roof.

Temple, Texas.—Masonic Temple.—The local lodges of Masons have purchased site on which to erect three-story Masonic Temple, 60x100 feet.

Thibodaux, La.—Building.—The Lobdell Company has purchased site on which to erect building.

Tifton, Ga.—Warehouse.—The Golden Hardware Co., previously reported incorporated with \$20,000 capital stock, will erect a two-story warehouse, 50x60 feet.

Tifton, Ga.—Hotel.—Perryman Moore is erecting 30-room hotel; structure to be of frame, 100x50 feet.

Towson, Md.—Jail.—Baltimore County Commissioners contemplate the building of an addition to the jail.

Tuscaloosa, Ala.—Masonic Temple.—The Masonic fraternity has purchased site on which to erect proposed Masonic Temple.

Tuskegee, Ala.—Courthouse.—M. B. Abercrombie, judge of probate, Tuskegee, Ala., will receive bids until April 28 for the erection of courthouse for Macon county. Copies of plans and specifications can be had from J. W. Golucke & Co., architects, Temple Court Building, Atlanta, Ga. Certified check for \$1000 must accompany each bid. Usual rights reserved.

Union, S. C.—Business Building.—Wheeler, Runge & Dickey, Charlotte, N. C., are preparing plans for two-story brick building to be erected by the People's Supply Co.

Union, S. C.—Depot.—Reports state that the Seaboard Air Line Railway has adopted plans by Frank P. Milburn, Columbia, S. C., for the erection of proposed two-story brick depot.

Venus, Texas.—Bank Building.—The First State Bank, reported last week to erect building, will build a one-story brick structure, 25x60 feet. L. L. Shackelford is president.

Waco, Texas.—Association Building.—Bids will be received at the office of Pearson & Green, architects, Waco, Texas, for the construction of a building for the Young Men's Christian Association. Certified check for \$1000, payable to E. Rotan, treasurer, must accompany each bid. Usual rights reserved; O. I. Halbert, chairman building committee, Y. M. C. A.

Washington, D. C.—Apartment-house.—Benjamin F. Edwards & Co. have purchased site at 12th and Q streets on which to erect apartment-house.

Washington, D. C.—Apartment-house.—Sherman, Lockwood & Paschal are preparing plans for four-story apartment-house, 22x90 feet, to be erected by Edmund Stone.

Washington, D. C.—Dwelling.—Wyeth & Cresson have prepared plans for Justice McKenna's proposed residence.

Washington, D. C.—Warehouse.—James L. Karrick will probably receive contract for a storage building, 60x200 feet, of brick, to be erected by the District government at a cost of \$155,000.

Washington, D. C.—Museum Building.—R. J. Beall Construction Co. has contract at \$38,462.87 for the concrete foundations and drainage for the new National Museum Building.

Washington, D. C.—Dwelling.—William Phelps Enoch of New York, N. Y., has purchased site on which to erect residence.

Washington, D. C.—Apartment-house.—Mrs. W. E. Chandee has had plans prepared by A. B. Heaton for the erection of a four-story apartment-house.

Washington, D. C.—Apartment-house.—Theo. A. Harding, 1316 G street N. W., states there is no truth in the report mentioned last week that he would erect a \$2,000,000 apartment-house.

RAILROAD CONSTRUCTION.

Railways.

Abilene, Texas.—Construction is reported resumed at Abilene on the Colorado, Texas & Mexico Railway to build from Abilene to Haskell, 50 miles, and the Red river, about 100 miles farther. J. E. Gillespie, president of the San Saba Construction Co., New York city; S. V. Wardall of Topeka, Kans., and R. A. Elsey of Marshalltown, Iowa, are here pushing the work.

Appalachia, Va.—Moss & Callison have, it is reported, received a contract from the Louisville & Nashville to put in a siding for three tracks 5200 feet long at Appalachia.

Asheville, N. C.—The Howland Improvement Co., operating the Asheville & Craggy Mountain Railway, will, it is reported, build a railroad 10 miles long from Asheville to Weaverville.

Baton Rouge, La.—R. S. Snyder, former lieutenant-governor, is reported to be working on a railroad plan to build a line from Baton Rouge to the Sabine river, thus crossing the entire State of Louisiana. Branches are proposed to Crowley, Jennings and other points.

Bennettsville, S. C.—President A. J. Matheson of the Bennettsville & Cheraw Railroad writes the Manufacturers' Record that the company is not yet ready to begin work. This refers to an extension of 35 miles to Marion Court House.

Big Stone Gap, Va.—Gen. Rufus A. Ayres and others of Big Stone Gap are reported to be interested in a plan to build an electric railway connecting Big Stone Gap, Appalachia, Stonega, Norton, Wise, Tom's Creek, Dorchester and other places in this vicinity.

Bremen, Ga.—The Bremen & Southwestern Railroad Co., which proposes to build a line from Bremen to Wedowee, Ala., about 35 miles, has established headquarters here with W. H. Gardner of New York as president.

Bristol, Tenn.—The Virginia & Southwestern Railway has, it is reported, purchased land at Bluff City and will build a railway yard. R. Horneck is said to have the contract. John B. Newton is vice-president and general manager.

Bristol, Tenn.—President Henry K. McHarg of the Virginia & Southwestern Railway and also the Virginia Coal, Iron & Coke Co., is quoted as saying that the proposed line from Clinchport to Toms Creek, Va., will be built. J. B. Newton is vice-president and general manager.

Brookhaven, Miss.—C. P. Gibson, contractor, has begun work on the first 14 miles of the Mississippi Central's extension from Brookhaven towards Smith's Ferry, and expects to complete that section by September 1.

Brooksville, Ky.—Mr. Younger Alexander, president of the Brooksville Railroad, writes the Manufacturers' Record concerning a press report as follows: "It is proposed to build 14 miles of road to Mt. Olivet, Ky.; construction contracts awarded and rails purchased; engineer in charge M. W. Venable, Charleston, W. Va. This line will open up the county of Robertson and a portion of Nicholas, Mason and Fleming counties."

Burnside, Ky.—The Cumberland & Nashville Railroad Co. has, it is reported, decided to build the proposed line from Corbin, Ky., to Nashville, Tenn., and has authorized a contract with a Cincinnati construction company to build 20 miles from Burnside via Mill Springs to Monticello.

Carrollton, Ky.—The committee on right of way for the proposed Carrollton & Worthville Railroad is as follows: J. M. Giltner, Jas. F. Jett, John Glauber, Geo. B. Winslow, H. Schuerman, Jr., Gideon Wood, Wm. McCrackin, E. C. Smith and Capt. G. W. Anderson.

Carthage, Mo.—Reported that Fred H. Fitch of Carthage and Guy Walker of New York have purchased the electric railway at Pittsburg, Kan., and will build a line to connect that place with Carthage, Webb City and Joplin, Mo.

Charlotte, N. C.—Col. Miles M. Martin, attorney, is reported as saying that the Suburban Electric Railway Co. will build the line from Charlotte to Gastonia, 23 miles, and when that is successful, connections with Concord, Rock Hill and other points will be considered. B. D. Heath is president, and Mayer P. M. Brown is secretary and treasurer. W. S. Alexander, also of Charlotte, is on the board of directors, besides W. S. Forbes of Richmond, Va.; A. Wright of Petersburg, Va., and W. C. Whitner of Rock Hill, S. C., the latter being the engineer.

Chicago, Ill.—Mr. A. S. Baldwin, chief engineer of the Yazoo & Mississippi Valley Railroad (Illinois Central system), writes the Manufacturers' Record that bids are being

received for the line from Silver City to Valley Park, Miss., 45 miles. It will connect two lines of the Yazoo & Mississippi Valley road. D. J. Brumley, principal assistant engineer, Chicago, has direct supervision of the construction, and W. W. Hayden, assistant engineer, Memphis, Tenn., has charge of the Silver City-Valley Park line. Later—M. J. Roach & Co., 40 Schmitz Building, Memphis, Tenn., are reported to have the grading contract, and will sublet 800,000 cubic yards.

Chicago, Ill.—Mr. James Dun, chief engineer of the Santa Fe system, writes the Manufacturers' Record: "We know nothing of any company that is to build between Canyon City and Brownwood, Texas." This refers to the recent press report that the Santa Fe would build a connecting line between those points.

Chicago, Ill.—Mr. James Dun, chief engineer of the Santa Fe system, writes the Manufacturers' Record that the proposed cut-off will run from Texico, on the Western Texas boundary, to Rio Pecos, N. M., about 250 miles. Contracts are let, and the work is simply resuming construction started two years ago. This is a six-tenths of 1 per cent. grade line.

Corpus Christi, Texas.—Reported that Johnston Bros. have been awarded another contract by the St. Louis, Brownsville & Mexico Railway to build a line from Bay City to a point near Alvin, Texas. This is part of the proposed line to Houston and Galveston.

Crossett, Ark.—Grigsby, Steger & Atkinson desire to let 42 miles of grading on a railroad extension, presumably the Rock Island's line from Traskwood to Crossett.

Dallas, Texas.—The Texas & Pacific Railway has, it is reported, let the contract for building 22 miles from Melville to Simmesport, La., to the Grigsby Construction Co., Longview, Texas.

Gainesville, Texas.—John King of Gainesville and George Gassinger of New Orleans are reported to be investigating concerning the proposed electric railway from Gainesville to Sherman, Texas.

Grafton, W. Va.—Mr. George S. Brackett, engineer in charge for the Maryland Coal Co., writes the Manufacturers' Record that Hamilton & Hoffman of Fairmont, W. Va., are grading for about 8000 feet of railroad track to reach the mines.

Guthrie, O. T.—Mr. Horace Speed, a director in the Guthrie, Fairview & Western Railroad, is reported as saying that the line will be built this summer, workmen starting along the entire route by the middle of May.

Hamlet, N. C.—A later report concerning the Durham & Southern Railroad contract says that it was awarded to W. R. Bonsal & Co. of Hamlet. This covers 21 miles from Durham to Apex, N. C. George E. Lemmon of Durham is chief engineer.

Johnson City, Tenn.—J. B. Thomas, secretary, treasurer and general manager of the Johnson City, Bakersville & Southern Railway, is reported as saying that the company proposes to build from Johnson City to Bakersville, N. C., 40 miles, via Unicoi and Limestone Cove, Tenn., and Magnetic City and Big Rock Creek, N. C. Between Unicoi and Davisville, Tenn., 8½ miles were built about four years ago, and surveys have been made from Johnson City to Davisville, 18½ miles. The remainder of the route is now under survey. William E. Uptegrove, 457 East 10th street, New York, is president, and C. D. Allen of Johnson City is vice-president.

Knoxville, Tenn.—An officer of the Southern Railway, writing the Manufacturers' Record, denies the press report that the Southern will build a cut-off from Pioneer to Winfield.

Lake Charles, La.—Mr. Frank Shutts and party are reported to be making a survey for a railway north of Lake Charles.

Lancaster, S. C.—The Southern Granite Co., formerly the Excelsior Granite Co., will, it is reported, build a branch railroad six miles long connecting with the Southern Railway at Heath Springs. M. S. Law of Rock Hill, S. C., will make a survey for the line.

Lehigh, I. T.—The Rock Island system has, it is reported, let a contract to J. S. Woods of Springfield, Mo., to build a branch freight line between Coalgate and Lehigh, five miles.

Lewisburg, W. Va.—The Lewisburg & Ronceverte Electric Railroad Co. has been chartered. The incorporators are R. L. Telford, R. B. Holt, J. M. Preston and Chas. S. Dice of Lewisburg and N. H. Slack of Ronceverte.

Lexington, Ky.—Reported that the water-works company will build a tramway to connect with the Chesapeake & Ohio Railway.

Little Rock, Ark.—Louis Reinman of Little Rock has, it is reported, sold to W. R. Abbott,

contractor, 200 mule teams to work on a railroad from Ola to Hot Springs, Ark., immediately.

Louisville, Ky.—Reported that the Louisville & Nashville Railroad will spend more than \$500,000 to buy land and build new freight-yards at New Orleans, La. W. H. Courtenay is chief engineer at Louisville.

McKinney, Texas.—Mr. Hunter Woodson and W. M. Walmsley of Philadelphia, representing Kahler Bros. of Chicago, a construction concern, are reported to be investigating a route for the Bonham-McKinney Interurban Electric Railway, of which Mr. Woodson is the promoter.

Montezuma, Ga.—Reported that C. D. Smith & Co. of Memphis, Tenn., have received the contract to grade 75 miles of line on the Atlantic & Birmingham extension. J. D. Lewis is also said to have part of the work.

Morganfield, Ky.—The Chicago Construction Co., represented by John S. Level, is reported to have made a proposition to the Morganfield Commercial Club to build a railroad from Morganfield to Providence, about 30 miles, to connect with the Louisville & Nashville Railroad. P. B. Miller, I. C. Flournoy, I. K. Waller, Wm. Hamner, J. G. Taylor, J. E. Taylor, John M. Crowe, Lucien Drury and R. M. Young are interested.

New Orleans, La.—The charter of the Mississippi River Sugar Belt Railway Co. is published. The company proposes to build a main line from a point on the Mississippi river below Baton Rouge, La., to a point on the same river above New Orleans and to build extensions in any direction. The distance from Baton Rouge to New Orleans in an air line is about 75 miles. The incorporators of the company are Charles Godchaux, Edward Godchaux, Emile Godchaux, Edward Sarpy, Ferdinand E. Larue and Murphy J. Foster.

Norfolk, Va.—The Norfolk & Portsmouth Belt Line Railroad will, it is reported, extend its line down the southern branch of the Elizabeth river. George F. Shafer is superintendent. He informs the Manufacturers' Record that the company will build a spur one mile long to reach from large industries. E. Cross & Son of Portsmouth have the trestle contract. The company will do the rest of the work.

Paris, Texas.—A citizens' meeting has, it is reported, taken steps to build the proposed Paris, Depot & Southeastern Railroad from Paris to Rosalle, Texas. The Board of Trade may be able to give information.

Port Arthur, Texas.—Frederick F. Shipp, secretary of the company, is reported as saying that the Port Arthur & Houston Short Line will be about 85 miles long from Port Arthur to Houston going via Labelle, Winnie, Hamphill and Barboursville. Contract is awarded to Charles S. Cleaver of Port Arthur. F. J. Hart, Missouri Trust Building, St. Louis, is president, and H. M. G. Falkenburg of Port Arthur is chief engineer.

Raleigh, N. C.—The Raleigh & Cape Fear Railway is reported to have let to W. J. Bradshaw contract for extension from Lillington to Fayetteville, N. C., 30 miles.

Richmond, Va.—Reported that capitalists are working on a plan to build a railroad from the terminus of the Buckingham branch of the Chesapeake & Ohio Railway at Rosney, Va., to Farnville, Va., and possibly to Keysville or Danville. F. I. Cabell, engineer of construction of the C. & O., may be able to give information.

San Marcos, Texas.—Reported that a contract has been signed by J. B. Martindale for Martindale, A. J. McKean for Prairie Lea, C. R. Smith for Fentress, G. C. Walker for Luling and Will T. Barber for San Marcos, guaranteeing right of way, depot grounds and terminal facilities for the proposed electric railway from San Marcos to Luling. A. T. Fisher of St. Louis, Mo., represents Eastern capitalists who propose to build the line.

Snyder, Texas.—Arthur Yonge is reported to be interested in plans to build a line connecting Snyder with the Texas & Pacific Railway.

Star City, Ark.—The Arkansas, Louisiana & Gulf Railway has been granted a charter to build a line from Star City in Lincoln county to Portland in Ashland county, Arkansas, about 60 miles. The promoters are E. A. Sunderlin and J. M. Parker of Colorado Springs, Col. Mr. Parker was the chief promoter of the Mississippi River, Hamburg & Western Railroad. The other stockholders are J. G. Williamson, W. A. Brown, J. D. Welsh, Frank Haynes, E. G. Hammock, Jack Curry, E. G. Hoke of Monticello, H. R. Lucas of Star City.

St. Louis, Mo.—Reported that the Missouri, Kansas & Texas Railway is considering plans to build from Smithville, Texas, to Aransas Pass, Texas, about 150 miles. S. B. Fisher is chief engineer at St. Louis.

St. Louis, Mo.—Chairman B. F. Yoakum of the Frisco system is reported as confirming a report that the road will be extended from Brady to Weaver, Texas, about 70 miles. J. F. Hinckley is chief engineer at St. Louis. He informs the Manufacturers' Record that the extension has not yet been ordered.

St. Louis, Mo.—Louis Houck is reported to be making arrangements to build terminals for the Saline Valley Railroad at either Fredericktown or Farmington. The road is being built from Perryville to the Madison county line.

Topeka, Kan.—The Santa Fe system is reported to have awarded contracts as follows: To reduce grade on 65 miles from Florence to Winfield, to Root Bros. of Tulsa, I. T.; to reduce grade from Arkansas City to Newkirk, O. T., 12 miles, to Dolman & Son of Topeka, Kan.; to straighten line, reduce grade and build second track between Melvern and Olivet, in Osage county, to the Lantry-Sharp Construction Co. of Cottonwood Falls.

Van Buren, Ark.—The White Sulphur Springs Railway Co., which proposes to build a standard-gauge line 15 miles long from Van Buren to Uniontown, Ark., has organized by electing officers as follows: R. P. Allen, Van Buren, president; James H. Van Brunt, St. Joseph, Mo., vice-president; J. L. Rea, Van Buren, secretary; B. E. Powers, Van Buren, treasurer; Frank W. Russell, St. Joseph, assistant secretary and treasurer; E. L. Mattlock, Van Buren, general attorney; the other directors being Joseph Hansen, James A. Fullerton, James G. Parkinson, St. Joseph, and R. Comstock and J. F. Wood, Uniontown, Ark.

Waycross, Ga.—The Atlanta, Birmingham & Atlantic Railroad Co., which is to build the extension of the Atlantic & Birmingham Railway from Montezuma, Ga., via La Grange to Birmingham, Ala., 241 miles, with a 75-mile branch to Atlanta, has been granted the charter applied for. George Dole Wadley, vice-president and general manager of the Atlantic & Birmingham Railway at Waycross, has supervision of construction.

Waynesboro, Miss.—Reported that the Chickasaw & Jackson Railway Co. has applied for a renewal of charter to build a line several miles long in this (Wayne) county.

Union City, Tenn.—Jeff J. Read, Lexie S. Parks and others are reported to be working on a plan to build an electric railway 40 miles long from Paducah Junction, on the Illinois Central Railroad, via Union City to Tiptonville, reaching Troy, Hornbeak and Samburg. Mr. Read and others are said to be building a line from Paducah to Cairo.

Washington, D. C.—Reported that the Southern Railway will straighten and double-track its line from Danville, Va., to Stokesland, N. C., about 10 miles. W. H. Wells is engineer of construction at Washington.

Wildman, O. T.—The Wildman, Central & Wichita Mountain Railway of Wildman has been chartered to build a line through the mining districts of the Wichita mountains. The incorporators are E. M. Tucker of Dallas, Texas; R. Burdge of Fort Worth, George Ray of Wildman, E. E. Moulder of Lawton, E. A. Williams of Roosevelt and F. R. Wildman of Blair.

Wilmington, Del.—Surveys are reported complete and right of way obtained for the lines proposed by the Delaware Interurban Railway Co., which has absorbed the Delaware Suburban Railway and the Cherry Hill, Elkton & Chesapeake electric railways. H. R. Fothergill of Wilmington is secretary. The line will connect Wilmington with Elkton, Md., and also Chesapeake City, Md.

Street Railways.

Baltimore, Md.—The United Railways & Electric Co. proposes to reconstruct about 20 miles of track. It will also build tracks on Alsquith street from Preston to Federal street, and thence to the city limits.

Charleston, W. Va.—Reported that the Charleston Street Railway, purchased by Senator W. C. Sprout of Chester, Pa., and Chilton, MacCorkle & Chilton of Charleston, will be extended and improved. Application has been made for franchise over many streets.

Clarksville, Tenn.—The Clarksville Street Railway Co. has, it is reported, absorbed the Queen City Electric Light & Power Co., and will extend the railway to New Providence, Dunbar's Cave and Guthrie, Ky.

Columbia, S. C.—The new owners of the Columbia Electric Street Railway, Light & Power Co. will, it is reported, carry out the proposed improvements, including the relaying of lines with seven-inch girder rails.

Hattiesburg, Miss.—Reported that the proposed street railway of the Hattiesburg Traction, Light & Fuel Co. is being investigated by J. Z. George of J. Z. George & Co., New Orleans, who may build the line. Plans

are being made and route selected and contract will soon be awarded.

Knoxville, Tenn.—C. B. Atkin and Howard Karna have, it is announced, purchased the Fountainhead Railway and its properties from George Borgfeldt & Co., and the line may be converted to electricity.

Memphis, Tenn.—Foster & Creighton of Nashville have, it is reported, received a contract to ballast and grade all the street-railway lines in Memphis.

New Martinsville, W. Va.—The New Martinsville Electric Light, Heat & Power Co. is endeavoring to secure a street-railway franchise from the city council. George Hook, Frank Hall and Lawrence Reymann of Wheeling are said to be interested. The Tyler & Wetzel Railway and the New Martinsville & Middlebourne Railway are also after the franchise. R. L. Robinson representing the former and Attorney Nesbeth the latter.

San Antonio, Texas.—The San Antonio Traction Co. has, it is reported, begun construction on the Laurel Heights Loop, which will be laid with 99-pound rails. The North-fares line will be extended to Magnolia avenue.

Shawnee, O. T.—Reported that the Electric Light & Transit Co. will build an extension two miles long through Broadway Heights to Rose Garden addition.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Automobiles and Supplies.—Parkersburg Automobile Co., Parkersburg, W. Va., wants prices on automobiles, automobile supplies and charging outfits for electrical machines.

Bags.—Gulford Plaster Co., 173 Benbow Arcade, Greensboro, N. C., is in the market for paper or jute sacks, printed, delivered lots 10,000, 25,000 or 100,000.

Boiler.—Rocke & Smith, Box 233, Houston, Texas, want prices on 50-horse-power boiler.

Boiler.—Cross Anchor Oil Co., Cross Anchor, S. C., will want a 100-horse-power boiler. See "Engine and Boiler."

Box Machinery.—John Mason, editor Boone Banner, Harrison, Ark., is in the market for machinery for box factory; also information regarding same.

Brick Machinery.—J. M. Garrett and W. B. Perdue, Elba, Ala., are in the market for a second-hand brick machine.

Bridge Construction.—Board of Supervisors of Harrison county, Gulfport, Miss., will let contract May 1 at public outcry in front of courthouse at Gulfport to lowest bidder for building a bridge across Saucier creek; also for building a bridge across Bayou Bernard; bridges to be built in accordance with specifications on file in the office of F. S. Hewes, clerk, Gulfport, Miss. Usual rights reserved.

Bridge Construction.—R. W. Kline, Roanoke county commissioner, Salem, Va., will receive bids until May 13 for building a new iron bridge on Carven's creek at ford at C. H. Bennett's on Hollins road. A complete set of plans and specifications must be filed with bid. Usual rights reserved.

Bridge Construction.—Board of County Commissioners of Georgetown and Williamsburg counties, South Carolina, will receive bids until May 16 for constructing a stationary steel bridge, with brick foundation, 180 feet long, capacity 35 tons per cubic foot, four-panel truss, across Black Mingo creek on the county line. Certified check for \$100 must accompany each bid. Usual rights reserved. For information address either J. B. Johnson, Georgetown county supervisor, Georgetown, S. C., or J. B. Graham, Williamsburg county supervisor, Kingstree, S. C.

Bridge Construction.—Contract will be let May 4 near Mrs. Loniza Hughes, Reidsville, N. C., for the erection of a bridge across Abner's creek; D. M. Miles, county supervisor, and F. C. West, clerk.

Building Equipment and Supplies.—Clarks-ville Hotel Co., Clarks-ville, Ark., wants

prices on roofing material, pressed brick, builders' hardware.

Building Material.—A. G. Faulkner, Abbeville, S. C., wants bids on polished plate-glass store front.

Building Materials.—Stanford-Carson-Graves Hardware Co., Kissimmee, Fla., wants prices on building materials.

Building Materials.—Dr. M. M. Reppard, Middlebourne, W. Va., wants prices on building materials.

Building Materials, etc.—Alcorn Woolen Manufacturing Co., Corinth, Miss., wants to correspond relative to the purchase of materials, supplies, etc., for four-story 50x160-foot building; concrete or brick walls, slate roof, etc.

Canal-construction Equipment.—Sealed bids will be received by the Isthmian Canal Commission at the office of H. J. Gallagher, major, U. S. A., purchasing agent, Washington, D. C., for furnishing tumblers, grinders, drills, presses, planers, lathes, saws, boring machines, wheel presses, air compressors, locomotive turntables, headlights, air brakes, machine tools, steam rollers, hand cars, push cars, etc. Blanks and full information furnished on application to office of purchasing agent, Washington, D. C., or offices of assistant purchasing agent, 24 State street, New York, N. Y., or assistant purchasing agent, custom-house, New Orleans, La.

Canning-factory Equipment.—W. C. Smith, Williston, S. C., wants to correspond with manufacturers of machinery and equipment for canning asparagus.

Cement.—Chas. O. Harrison, Huntington, W. Va., will be in the market for about 700 barrels of cement.

Cement.—C. Gunter Elmore, Pensacola, Fla., wants prices on Portland cement in carload lots.

Crate Manufacturers.—Alberene Stone Co., 393 Pearl street, New York, wants to correspond with manufacturers in Virginia, West Virginia, North Carolina and Tennessee who handle North Carolina pine and will contract for cutting same into crates and shooks as per specifications by the Alberene Stone Co.; carload lots.

Electrical Equipment.—J. L. Dorsey, Albertville, Ala., will be in the market for dynamo.

Electrical Equipment.—Parkersburg Automobile Co., Parkersburg, W. Va., wants prices on charging outfits for electrical automobiles. (See "Automobiles and Supplies.")

Electrical Equipment.—Rockwell Manufacturing Co., Gifford, Ark., wants electrical equipment for operating woodworking plant. (See "Woodworking Machinery.")

Electrical Equipment.—The S. A. Billings Company, Inc., 222 Atlantic Building, Norfolk, Va., wants prices on electric motive-power equipment.

Electric-light Plant.—See "Water-works."

Electric-light Plant.—See "Water-works, etc."

Electric-light Plant.—C. J. Shelverton, mayor, Austell, Ga., will receive bids on equipment for small electric-light plant.

Electric-light-plant Equipment.—Commissioners of Kilworth, Orangeburg, S. C., want a 60-kilowatt S. P. alternator, 60-cycle 2300-volt alternating-current series enclosed arc system for 75 lamps, new switchboards, instruments, etc., with following circuits: Two arc circuits, three incandescent circuits, so arranged with double-throw switches that they can operate the alternator in parallel or operate separately, using any combination of circuits, etc.

Elevator.—S. L. Earle, Birmingham, Ala., wants prices on two direct-connected electric freight elevators of 1500 to 2000 capacity each.

Elevator.—Aaron Rothschild, Richmond, Va., wants prices on hand elevator with self-closing doors.

Engine.—K. B. Harvey, Punta Gorda, Fla., wants to correspond with manufacturers of stationary gasoline engine suitable for stern-wheel freight boat.

Engine.—Minnigerode & Duckworth, Lynchburg, Va., are in the market for a 12 or 15-horse-power traction engine for delivery between Petersburg and Lynchburg, Va.

Engine and Boiler.—Kettering Milling Co., Inwood, W. Va., is in the market for engine and boiler.

Engines.—Samuel Kaye, Columbus, Miss., wants to correspond with manufacturers of oil and petroleum engines relative to a purchase of power plant for cotton-oil mill.

Escalators.—F. J. McSweeney, Pomona, N. C., is in the market for two escalators, either new or second-hand, and wants addresses of manufacturers or dealers.

Excavation Machinery.—Chas. O. Harrison, Huntington, W. Va., is in the market for a device for removing dirt from a deep sewer.

Excelsior Machinery.—H. S. Edwards, Macon, Ga., wants catalogues and price-lists of excelsior machinery.

Explosives.—Bids will be received at the office of Purchasing Agent Isthmian Canal Commission, Washington, D. C., until May 18 for furnishing explosives—blasting powder, caps, etc. Blanks and full information may be obtained at office of Purchasing Agent, Washington, or office of Assistant Purchasing and Shipping Agent Isthmian Canal Commission, 24 State street, New York, N. Y., or Assistant Purchasing and Shipping Agent Isthmian Canal Commission at custom-house, New Orleans, La.; H. J. Gallagher, major, U. S. A., purchasing agent.

Filter Presses.—Perry & Roehr, Bourse Building, Philadelphia, Pa., are in the market for second-hand iron filter presses in good condition.

Fire-department Equipment.—Bids will be received May 13 at a meeting of the Mayor and Board of Aldermen, Walters, Miss., for furnishing one high-grade hand fire engine with two 50-foot streams; also 1000 feet standard fire hose to be used on hand engine, with nozzle seven-eighths-inch opening. Usual rights reserved; C. B. Gaines, mayor; A. E. Kahn, town clerk.

Flour-mill Equipment.—Kettering Milling Co., Inwood, W. Va., is in the market for complete equipment for flour mill.

Furniture-factory Equipment.—Baxter Manufacturing Co., Baxter, Tenn., wants prices on hardware supplies, veneer cutter, veneer press, varnish, knobs, pulls, locks, screws, hinges, etc.

Gas Plant.—James D. Burn, president Citizens' Gas & Fuel Co., Oxford, Pa., will receive bids until May 17 for the complete installation of gas plant, including holder, gas apparatus, street mains, etc. Usual rights reserved.

Gas-plant Improvements.—W. P. Knowles, superintendent City Gas Works, Room 9, City Hall, Richmond, Va., will receive bids until May 8 for the construction of a 10-inch pipe line about three and one-third miles long to supply gas under pressure to new gasholder; brick boiler-house; steel smoke-stack; pipe connections, drip-pots, etc. Plans and specifications may be examined at the office of Robert W. Hunt & Co., 66 Broadway, New York, N. Y.; F. L. Averill, 230 Colorado Building, Washington, D. C., and at superintendent's office. The plans and specifications can be obtained on deposit of \$10 with Robert Hunt & Co. and F. L. Averill. Usual rights reserved.

Glass-factory Equipment.—Salem Window Glass Co., Salem, W. Va., wants prices on 24-blower tank for glass works.

Hardware.—See "Furniture-factory Equipment."

Harness Machinery.—J. L. Dorsey, Albertville, Ala., will be in the market for harness machinery.

Heating Apparatus.—Board of Managers for State Hospital No. 4, Farmington, Mo., will receive bids until May 8 for the installation of a hot-blast system of heating and ventilation in hospital building; plans and specifications on file at office of M. G. Gresham, secretary board of managers, Farmington; also at office of H. H. Hohenschild, architect, Rolla, Mo. Usual rights reserved.

Heating Apparatus.—Clarks-ville Hotel Co., Clarks-ville, Ark., wants prices on steam-heating apparatus.

Heating Apparatus.—Rocke & Smith, Box 232, Houston, Texas, want prices on 40, 50, 60, 80 and 90-foot radiator valves, 5, 4, 3, 2½, 2, 1½, 1 and ¾-inch pipe.

Heating Plant.—Bids for the installation of a steam-heating plant in annex to be built to the Talladega county courthouse, Talladega, Ala., will be received until May 8. Address J. E. Camp, judge of probate, Talladega, Ala.

Iron and Steel Construction Materials.—Clark & Weiss, 308 Board of Trade, New Orleans, La., want to correspond with manufacturers of iron and steel beams and girders used in construction work.

Jetty Work.—Bids will be received until May 19 at the United States engineer office, Savannah, Ga., for repairing and raising portions of the south jetty and raising the extreme outer end of the north jetty at Cumberland Sound, Ga. Specifications, blank forms and all available information furnished on application; James B. Quinn, lieutenant-colonel, corps of engineers.

Lighting Fixtures.—Secretary of the Treasury, Washington, D. C., will receive bids until May 3 for manufacturing and placing in position in complete working order in the United States postoffice, Anniston, Ala., certain combination gas and electric-light fixtures. Drawings, specifications and blank forms of proposal can be obtained upon application. Certified check for 10 per cent. of

amount of bid must accompany each bid. Partial bids will not be considered, and bids will only be received from actual manufacturers. Usual rights reserved.

Lithographing Plant.—Missouri Printing & Publishing Co., Mexico, Mo., wants information and cost of a small lithographing plant.

Lumber.—Bids will be received at the office of Purchasing Agent Isthmian Canal Commission, Washington, D. C., until May 19 for furnishing about 14,000,000 feet of dressed lumber, yellow pine or Douglas fir. Blanks and full information furnished on application to Purchasing Agent, Washington, D. C., or offices of Assistant Purchasing and Shipping Agent, 24 State street, New York, N. Y., or at custom-house, New Orleans, La.; H. J. Gallagher, major, U. S. A., purchasing agent.

Marine Machinery.—See "Engine."

Mill Supplies.—Stanford-Carson-Graves Hardware Co., Kissimmee, Fla., wants prices on mill supplies.

Mill Supplies.—Banks Supply Co., Huntington, W. Va., wants to correspond with manufacturers of mill supplies relative to representing them.

Mining Machinery.—Banks Supply Co., Huntington, W. Va., wants to correspond with manufacturers of mining machinery relative to representing them.

Oil-refinery Supplies.—The Kansas Independent Refining Oil & Gas Co., Chanute, Kan., wants prices on general oil-refinery supplies.

Papier-mache Manufacturers.—Essex Manufacturing Co., 42 Monticello avenue, Norfolk, Va., wants addresses of manufacturers of toys made of papier mache or fiber paper.

Peanut Machinery.—John Mason, editor Boone Banner, Harrison, Ark., is in the market for peanut-factory machinery.

Piping.—See "Heating Apparatus."

Piping and Fittings.—Home Acetylene Light Co., Lynchburg, Va., wants prices on wrought-iron pipe and malleable galvanized fittings.

Plumbing.—Dr. M. M. Reppard, Middlebourne, W. Va., wants estimates on plumbing, bathroom supplies, etc.

Quarrying Equipment.—County Quarry & Construction Co., 619 Granite Building, St. Louis, Mo., wants information and prices on new and second-hand machinery for quarrying rock.

Railroad Supplies.—Banks Supply Co., Huntington, W. Va., wants to correspond with manufacturers of railroad supplies relative to representing them.

Railway Equipment.—Public Belt Railroad Commission, Room 30, City Hall, New Orleans, La., will receive bids until May 23 for furnishing a quantity of railway equipment. All material to be delivered f. o. b. cars New Orleans, La., if shipped by rail, or on wharf at point to be designated between Montague street and Jackson avenue if by boat. Certified check or bank draft on a New Orleans bank must accompany each bid. Plans, specifications and forms of proposal may be obtained on application. Usual rights reserved; James W. Porch, president pro tem.; Frank H. Joubert, secretary-treasurer.

Road-grading.—W. F. Park, secretary, Dandridge, Tenn., or 607 Prince street, Knoxville, Tenn., will receive bids until May 5 for grading 10 miles of pike at Dandridge, Tenn.

Roofing.—See "Building Equipment and Supplies."

School Furniture.—City of Clarks-ville, Ga., wants to correspond with manufacturers and dealers in school furniture and supplies. Address J. W. S. More, clerk of council.

School Furniture.—Board of Public Instruction Madison County, Madison, Fla., is in the market for school desks, teachers' desks and seating for auditorium.

Sewerage System.—Sewerage Commission, Marion, S. C., will receive bids until May 20 for constructing a complete system of pipe sewers. Plans may be seen and specifications obtained at the office of P. B. Hamer, city clerk and secretary to sewerage commission. No proposal will be considered unless made upon form of proposal accompanying the specifications and contract. Usual rights reserved; W. J. Montgomery, chairman.

Sewerage System.—Julian Kendrick, chief engineer, Birmingham, Ala., will receive bids until May 15 for constructing septic tanks and other improvements for Valley and Village creek trunk sewers. Plans may be examined and specifications obtained on application. Usual rights reserved.

Sewerage System.—Henry B. F. Macfarland, Henry L. West and John Biddle, commissioners, Washington, D. C., will receive bids until May 17 for constructing sewers in the District of Columbia. Specifications and blank forms of proposals may be obtained on application. Usual rights reserved.

Starch-factory Equipment.—John Mason, editor Boone Banner, Harrison, Ark., is in the market for machinery for starch factory.

Stereotyping Plant.—Missouri Printing & Publishing Co., Mexico, Mo., wants information and cost of a small stereotyping plant.

Street Paving.—Board of Internal Improvements, Henderson, N. C., will receive bids until May 15 for constructing approximately 20,000 square yards of macadam streets, together with stone curbing and gutters. For specifications, forms of proposals, etc., address secretary of board.

Street Signs.—J. B. Winslett, city secretary, Dallas, Texas, will receive bids until May 1 for furnishing the city with 1000 street signs, more or less, of a permanent character, delivered f. o. b. Dallas. Usual rights reserved.

Suspender-factory Equipment.—Jos. Meyer, Enfield, N. C., is in the market for webbing, buckles and other necessities used in the manufacture of suspenders.

Tank.—C. Gunter Elmore, Pensacola, Fla., will probably be in the market for a steel water tank on steel supports of 10,000 to 15,000 gallons capacity.

Tank.—H. M. Franklin, mayor, Tennille, Ga., wants bids on the erection of 25,000-gallon cypress tank; work complete.

Tank.—Minnigerode & Duckworth, Lynchburg, Va., are in the market for a large kettle for scalding hogs; second-hand preferred if in good condition; delivery at Farmville, Virginia.

Toy Manufacturers.—See "Papier-mache Manufacturers."

Water Meters.—Town of Elba, Ala., is in the market for not less than 60 nor more than 100 meters for water-works, to be fitted with one-half and three-quarters-inch pipes. Address M. S. Carmichael, acting mayor.

Water-works.—City of Wynnewood, I. T., J. O. Swingley, mayor, wants estimates of the cost of installing and operating electric-light plant and water-works for a city of 300 population.

Water-works, etc.—Town of Carbon Hill, Ala., wants estimates on water-works and electric-light plant to accommodate 5000 people; cost \$25,000 to \$35,000. Address J. S. Shannon, chairman committee.

Well-drilling.—The Hampshire Mineral Oil Co., Alaska, W. Va., will probably want to contract for drilling well, or purchase the necessary machinery.

Windmill.—Minnigerode & Duckworth, Lynchburg, Va., are in the market for a new or second-hand windmill complete with tank, either wooden or steel, to contain from 400 to 600 gallons; delivery at Lynchburg, Va.

Wire.—Disbursing Officer, Signal Corps, U. S. Army, will receive bids until May 2 at the office of the chief signal officer, U. S. Army, Washington, D. C., for furnishing the signal corps 10 miles No. 12 hard-drawn copper wire, Specification 79; 10 miles No. 14 galvanized wire, Specification 82. United States reserves usual rights; A. W. Greeley, brigadier-general, chief signal officer, U. S. Army.

Woodworking Machinery.—The D. A. Billings Co., Inc., 222 Atlantic Building, Norfolk, Va., wants prices on woodworking machinery.

Woodworking Machinery.—Rockwell Manufacturing Co., Glifford, Ark., wants complete equipment of machinery for woodworking plant to be operated by electricity. (See "Electrical Equipment.")

Woodworking Machinery.—See "Furniture-factory Equipment."

Woodworking Machinery.—Minnigerode & Duckworth, Lynchburg, Va., are in the market for one combination band resaw and one self-feed rip saw for delivery between Petersburg and Lynchburg, Va.

MEXICO.

Gold Mill.—W. H. Highley and Alonzo C. Jones of Saucos, Durango, will build a three-stamp mill at their mines.

Mining.—C. Balera and P. Villagran of Etzatlan, Jalisco, have begun the development of mining properties.

Reduction Plant.—Aztec Copper Smelting Co., George J. Graham, general manager, Philadelphia, Pa., is preparing to build reduction works near Huachuquingo, Jalisco.

Silver Mines.—Henry L. Cholsty of Guadalajara, Jalisco, and associates have purchased for \$60,000 the Las Bolas silver mines and will develop them.

Smelters.—Green Consolidated Copper Co., W. C. Greene, president, New York city, is considering the erection of two more smelters with a daily capacity of 500 tons at its mines at Cananea, Mexico.

Water-power-Electrical Plant.—W. A. Jones of the City of Mexico has applied for fran-

chise to develop water-power near Cuale, Jalisco.

Railways.

Steam Railroad.—J. A. Haralson, general manager of the Cia Minera Cinco de Mayo, has, it is reported, leased the Durango Central Railway of Descubridora, Mexico, and will extensively improve it, besides making an extension from Descubridora to Inde. W. C. Potter is general manager of the railroad.

INDUSTRIAL NEWS OF INTEREST

Byllesby & Co. Appointed.

Messrs. H. M. Byllesby & Co. of Chicago, Ill., have been appointed managers and engineers of the gas and electric properties of the San Diego Consolidated Gas & Electric Co. of San Diego, Cal.

An Investment Opportunity.

The owner of a special line of business protected by patent offers to sell a one-third interest for \$5000 cash. To investigate this opportunity address N. P. L., care of the Manufacturers' Record.

L. D. Bolton With Diamond Chain.

L. D. Bolton, heretofore Chicago representative of the Federal Manufacturing Co., is now with the Diamond Chain & Manufacturing Co. of Indianapolis, Ind., and will represent the company in the Middle and Western States.

Knitting Mill for Sale.

An established knitting mill located in a Southern city of 1000 inhabitants is offered for sale. It has a capacity of 300 dozen pairs of hose and half-hose daily. It is exempted from taxation; now in full operation. Address Miller, care of the Manufacturers' Record.

Furniture Factory Wants Manager.

An energetic manager is wanted for an established Southern furniture factory. A man who can arrange to purchase \$5000 worth of stock in the enterprise will find this a very advantageous opportunity. For information address R. E. Prince, real-estate agent, Raleigh, N. C.

The American Locomotive Co.

The American Locomotive Co. announces that its general offices are now located in the Trinity Building at 111 Broadway, New York city, where correspondence should now be addressed and where those having business with the company may call to see the executive officers.

A Barytes Mine Investment.

A Georgia party who is about to develop a barytes mine is desirous of interesting capital to assist in mining and manufacturing the barytes obtainable. It is said the barytes is of superior grade and in unlimited quantities. For information address J. F. W., Box 285, Columbus, Ga.

Electric-Light Plant for Sale.

D. E. McIver, commissioner, Sanford, N. C., announces that he will sell at public auction on May 22 the electric-light plant of the late A. F. Spencer at Sanford, N. C. It is a modern plant in operation located in a town of 3000 inhabitants, with Jonesboro, 1000 inhabitants, only two miles distant.

Reeves Engine Co. Extends.

Owing to its rapidly-increasing business, it has become necessary for the Reeves Engine Co. to extend its office accommodations, and after May 1 it will occupy a suite on the seventh floor of the building at 85 Liberty street, New York, where its sales offices are now located. The company's works are at Trenton, N. J.

Removal of Stirling Offices.

The Stirling Company announces the removal of its executive and accounting departments from the Pullman Building, Chicago, to the Trinity Building, New York city, on May 1. However, the present offices in the Pullman Building, Chicago, will be continued for the convenience of the company's friends and patrons in the West.

Wood Fiber for Building.

The Greensboro Wood Fiber Co., which has just been organized at Greensboro, N. C., will manufacture a fireproof material which is used for building purposes. The material is also a non-conductor of sound. The company has a capital stock of \$12,000, and W. C. Bain is president; J. R. McClamrock, vice-president; E. G. West, secretary-treasurer.

Engine and Thresher Works.

The entire engine and thresher works of the Aultman Company at Canton, Ohio, will

be offered for sale at public auction on May 9 on the premises. This plant is complete and modern, being one of the best known in its class in this country. Information can be obtained by addressing J. J. Sullivan, trustee in bankruptcy, Central National Bank, Cleveland, Ohio.

Steam Railroad.—Carlos Romero, owner of the Mololoa and Tamara mines, in the Hostotipaquillo district of Jalisco, has applied for a concession for a railroad from Orendain, on the Mexican Central, to Ameca and the town of Hostotipaquillo.

Steam Railroad.—Reported that the Southern Pacific Railway will apply for a concession to build a railroad from Guaymas to Guadalajara. William Hood is chief engineer at San Francisco, Cal.

New York Safety Steam Power Co.

It is announced that the New York Safety Steam Power Co. has removed its offices to the fourth floor of the Engineering Building, 114 Liberty street, New York city. The company will also maintain its erecting and repair department storeroom in New York, and a complete stock of its finished products will be carried ready for immediate shipment from the works, which are within 12 hours of New York.

Kohler Bros., Electrical Engineers.

Messrs. Kohler Bros., contracting electrical engineers, New York, Chicago, London, announce the opening of an office in New York city, quarters having been established at 10089 Metropolitan Building, No. 1 Madison avenue. Thomas H. Rodman is the New York manager. Kohler Bros. are well known in their profession on both sides of the Atlantic, their Kohler system for printing presses being especially famous.

Woodworking Plant Offered.

It has been decided to dismantle and sell the entire plant of the Bohn Manufacturing Co. for the manufacture of doors, sash, molding, veneers and boxes. This plant includes the latest modern machinery, together with electric-lighting, steam-heating and fire-protection equipments, etc., all in first-class condition for operation. Proposals for any or all of the machinery will be received up to May 15 by the St. Paul Title & Trust Co. of St. Paul, Minn.

Cincinnati Wall Tie Co.

Architects, contractors and others interested in the Cincinnati Wall Tie Co. of Cincinnati, Ohio, are advised that the company has changed its location from 228-230 4th street to 23 Thomas Building, where future correspondence should be addressed or where calls should be made for interviews with the officials. This company manufactures the well-known galvanized-steel wall ties, the use of which is rapidly increasing as their merits become more widely known.

Foundry and Machine Superintendent

An established plant seeks to engage a competent man as superintendent of machine shop and foundry. The plant does general repairs on saw-mill, cotton-oil and sugar machinery, engines, locomotives, pumps, etc. Rotary pumps and other machines are built on order. No special lines are manufactured. For information write to the Dickson Car Wheel Co. of Houston, Texas, giving all possible details as to experience, former position, salary expected, etc., in first letter.

Messrs. Minnigerode & Duckworth.

Buyers who have had dealings with Messrs. Minnigerode & Duckworth of Lynchburg, Va., will regret to hear of the death of William Minnigerode of that firm. They are asked to note that the business will be continued under the same name by the surviving partner, James A. Duckworth. Railway and contractors' supplies, bar iron, steel and structural shapes, etc., comprise the firm's output. The Lynchburg Iron Works at Durmid, Va., are owned and operated by the firm.

Pneumatic Tools for Europe.

J. W. Duntley, president of the Chicago Pneumatic Tool Co., Chicago, sailed on April 18 for Europe, where he will travel for five weeks in the interest of his company. He takes with him five styles of electric drills for which the company's trade has been asking, and important tests and orders are awaiting Mr. Duntley's arrival. A large volume of business is expected to result from this trip. The month of March was the company's best month since May, 1903, and April up to and including the 18th shows an increase in the number of tools sold of 49 per cent. over the month of March (corresponding days) and an increase of 222 per cent.

over the first 18 days of April, 1904. The company's foreign business is increasing steadily, and indications at present are that this year it will be greater than ever before. In view of the fact that the resumption of business has been gradual, and has not affected the metal trades as a whole, should a general activity take place the sale of pneumatic tools and appliances should undoubtedly be phenomenal.

Mining, Mill and Railroad Supplies.

The Banks Supply Co., which has been organized at Huntington, W. Va., is desirous of corresponding with manufacturers of mining, mill and railroad supplies relative to representing them in the territory of the Norfolk & Western, Chesapeake & Ohio, Kanawha & Michigan railways and branches. The company has an authorized capital stock of \$100,000, and \$70,000 has been subscribed. Its president and general manager is W. H. Banks; John W. Ensign, vice-president; R. C. Curry, secretary, and J. E. Solter, treasurer.

Wheeler, Runge & Dickey, Architects

Messrs. Wheeler & Runge, the well-known architects of Charlotte, N. C., announce they have admitted D. Anderson Dickey into the firm. The latter now consists, therefore, of Messrs. O. D. Wheeler, Niel Runge and D. Anderson Dickey, and will be known as Messrs. Wheeler, Runge & Dickey, architects. The old firm furnished plans and specifications for many of the important and costly public buildings in the South, as well as for numerous private structures, and with the added assistance of Mr. Dickey will continue to extend their business relations throughout their section of the country.

For Manufacturers or Wholesalers.

Manufacturers or wholesalers desirous of obtaining a building in a good Southern city are advised that a good opportunity is offered at Columbia, S. C. A two-story warehouse, 75x250 feet, located in the heart of the business section on a spur track of the Southern Railway, comprises the opportunity. Columbia's advantages for enterprises are so well known that little need be said as to them. Eight railroads enter the city, and a boat line to Georgetown connects with boats to New York. For information address Farmers & Mechanics' Mercantile & Manufacturing Co., P. H. Haltiwanger, president.

Myers Products for Exposition.

Among the important mechanical exhibits for the Lewis & Clark Exposition at Portland, Ore., will be the products of the firm of Messrs. F. E. Myers & Bro. of Ashland, Ohio. Myers & Bro. have shipped to their representatives at Portland a carload of Myers pumps, hay tools, door hangers and other specialties of the Myers factory, which will be attractively displayed for the benefit of buyers in the Northwest. This action of Myers & Bro. is in keeping with its previous exhibits at all the leading expositions, and will doubtless be the means of adding many new customers to the Myers clientele.

Something About Sturtevant.

For a third of a century the name "Sturtevant" has called to mind visions of fan blowers, heating, ventilating and drying systems and the like. Today, however, the name has added significance, for it is also suggestive of high-grade steam engines, electric motors and generating sets. For years the Sturtevant engine has been gradually developed and perfected, while the past decade has witnessed the rapid growth of the electrical department of the B. F. Sturtevant Company. At the present rate of development it bids fair to overtop all other lines of manufacture in this well-known establishment.

Williams Gauge Co.'s Offices.

The Williams Gauge Co. of Pittsburg, Pa., announces that its branch offices are prepared to receive any inquiries for catalogues and prices from this date onward. These offices are at 39 Cortlandt street, W. D. Carpenter, manager, New York city; 195 Fort Hill Square, J. A. Mitsch, manager, Boston, Mass.; 312 Bourse Building, R. M. Huston, manager, Philadelphia, Pa.; Times-Dispatch Building, G. A. Inman, manager, Richmond, Va.; First National Bank Building, J. I. Blount, manager, Birmingham, Ala.; Commercial National Bank Building, E. H. Abadie & Co., St. Louis, Mo.; 117 New Montgomery street, J. C. Martin, manager, San Francisco, Cal.; and 175 Maine street, M. P. Wolfe, manager, Dallas, Texas.

Attractive Coal-Land Investments.

The recent completion of the Seaboard Air Line's Birmingham extension has opened up new coal fields where investments can be most advantageously made. This is in the

Cahaba fields, and among the attractive lands offered are properties now sending coal to market and readily disposing of all that can be mined. One tract of 3000 acres carries four veins, a three-foot vein being a producer of 50 tons of coal daily. Water-power, iron-ore deposits, limestone and molding sand are also on the land. This will make an excellent furnace proposition, and the owner is desirous of either selling out or joining responsible men in a position to furnish capital. For information address J. W. White, general industrial agent Seaboard Air Line Railway, Portsmouth, Va.

Economy Blast-Hole Loaders.

Contractors, quarrymen and other operators who have blasting to do in the conduct of their enterprises should investigate the Economy Blast-Hole Loader if they are not already acquainted with its merits. This device is extremely handy. It saves time and money, and enables the workmen to increase the efficiency of their services. The Economy Blast-Hole Loader (formerly made by Cope & Cornellius) is manufactured by the Cyclone Drilling Machine Co. of Orrville, Ohio. Orders for it are coming in rapidly from all parts of the United States, from Mexico and Canada. Orders are also coming in for the Cyclone Contractor Drills, coal and water well machines, and the factory is now running overtime in order to supply the demand. The Cyclone Drilling Machine Co. says that although this season is just beginning, the outlook for the year is most encouraging.

International Steam Pump Co.

At a conference last week of the branch-office sales managers and the general officers of the International Steam Pump Co. the announcement was made that F. H. Jones, formerly manager of the air-compressor department, will assume the duties of general sales manager and take up the organization of a comprehensive and thoroughly co-ordinated general sales department similar to those recently organized by several of the large corporations. The International Steam Pump Co. controls Henry R. Worthington, with new works at Harrison, N. J.; Geo. F. Blake Manufacturing Co. and Knowles Steam Pump Works at East Cambridge, Mass.; Laidlaw Dunn Gordon Company, manufacturing at Cincinnati, Ohio; Snow Steam Pump Works and Holly Manufacturing Co. in Buffalo, N. Y.; Deane Steam Pump Co. of Holyoke, Mass., and Clayton Air Compressor Works of Brooklyn, N. Y.

Jones & Laughlin Products.

Recent dispatches from New Orleans have stated that the Jones & Laughlin Steel Co. of Pittsburgh has entered into a combination with the Lukens Iron & Steel Co. of Coatesville, Pa., to establish a great Southern steel depot in New Orleans. As a matter of fact, the Lukens Iron & Steel Co., which manufactures plates largely, has had in New Orleans for many years a large warehouse for the sale of its products. The company having concluded to enlarge its lines, the Jones & Laughlin Steel Co. has made arrangements to have the Lukens Company carry a stock of and sell other steel lines, such as structural steel, bars, etc., of Jones & Laughlin make which can readily be sold in connection with Lukens plates. As a matter of fact, this arrangement has been in force for some time between the two companies, with the only difference that now it has been decided to carry a much larger stock of the Jones & Laughlin products.

Brown Corliss Engines Ordered.

Some interesting news comes from the works of the Brown Corliss Engine Co. at Corliss, Wis. It announces that the company has secured an order from the National Tube Co. to furnish the McKeesport plant with two 38 and 70x60-inch tandem-compound rolling-mill engines for special heavy work. This is a very important contract and was obtained on account of the satisfactory performance of the 19-inch mill engine which the Brown Company formerly shipped to the National Company. The Brown Corliss Engine Co. has also shipped a 32 and 60x48-inch combined vertical and horizontal condensing engine for the Illinois Steel Co.'s Joliet plant, this engine being turned out of the shops in 30 days from the receipt of the order. Another recent shipment is a 30 and 60x48-inch tandem-compound engine for the Jones & Laughlin Steel Co. of Pittsburgh, and 28 engines are now going through the shops, including the 20,000-gallon pumping engine for the city of Milwaukee, which necessitated increasing the Brown foundry capacity, and the result is the shops are now working night and day.

Electrical News from Europe.

The following information appears in one of the leading electrical magazines of Europe, *Electrotechnische Zeitschrift* of Berlin:

"The Administrative County of London and District Electric Power Co., which is responsible to a committee of the British House of Lords, is planning to construct three electric plants for generating current to supply the whole of London and those suburbs controlled by the London County Council. Each plant is to consist of six turbo-generators, each of 10,000-kilowatt normal and 20,000 maximum capacity, making a maximum total of 360,000 kilowatts. As these power units are larger than any ever constructed, experts have been appointed to decide upon the practicability of units of this size. The electrical expert chosen for this important problem is C. F. L. Brown of Brown, Boveri & Cie." Being American licensees of Brown, Boveri & Cie, who act as the Crocker-Wheeler Company's consulting engineers on alternating-current propositions, the Crocker-Wheeler Company is peculiarly gratified at this mark of confidence in the pre-eminent ability of C. F. L. Brown.

Sand-Lime Brick for Baltimore.

The German Arch Stone Brick Co., which was recently incorporated with an authorized capital stock of \$100,000, has purchased 30 acres of land situated on Curtis Bay, several miles from Baltimore, and will establish on the site a complete sand-lime-brick plant. This plant will have a capacity of 80,000 to 90,000 bricks per day, and is to be equipped with every modern facility. All the necessary machinery has been purchased from the Semsteel Company of Cleveland, Ohio, which makes a specialty of sand-lime-brick machinery. A number of new features will be adopted, including the installation of several automatic machines invented by Mr. McNulty, president of the German Arch Stone Brick Co., and which will add to the capacity and efficiency of the plant, producing bricks of uniform quality and color. The plant will be rapidly pushed to completion, and it is expected to be in full running order by the Fourth of July. The officers of the German Company are John A. McNulty, president; James T. Miller, vice-president, and Henry F. New, secretary and treasurer; offices at North and Centre streets, Baltimore.

More Proof on Lubrication.

Many varied experiences showing the great merit of Albany Grease as an all-around lubricant are constantly brought to the attention of Messrs. Adam Cook's Sons, 313 West street, New York city, the sole manufacturers. The following extract from a letter recently received by them from L. P. Harvey, Clare, Ill., relative to tests of "Albany" made by himself as well as by a customer will be noted with interest by engineers generally: "I put the cup on the wristpin of an engine that had always given a great deal of trouble, and from the very first use of the grease the pin ran cool, and has done so ever since, although it is badly overloaded. My customer got a supply of the 'Albany' of a firm in Chicago, and has used it on all of his machinery, where possible, ever since, and I am very certain he will make a permanent customer. One thing he told me was, he had always been prejudiced against your grease on account of its cost, but he has found out that it took so much less that it really was the cheapest, and then, his bearings ran cool."

De La Vergne Sales.

The Ohio Leather Co., Girard, Ohio, has purchased a 50-ton refrigerating plant complete, to be used for the chilling and storage of hides; Aspinow Company, dyers, Jewett City, Conn., a complete 15-ton refrigerating plant for cooling dyeing solution; Westmoreland-Brewing Co., Gettysburg, Pa., an expansion side for six-ton ice plant, including distilling and filtering apparatus of 15 tons capacity; Stoll Brewing Co., Troy, N. Y., a 50-ton refrigerating machine; W. E. Grace & Co., New York city, a small ice plant, to be driven by water turbine, to be erected on the equator at Quito, Ecuador, and will have to be transported inland and over the mountains on mules; Guancia Centrale, New York city, a two-ton ice plant for export; John Kaufmann Brewing Co., Cincinnati, 11 new condenser sections, 24 pipes high; Hellmann Brewing Co., Waterbury, Conn., additional direct-expansion piping; Crown Brewing Co., Cincinnati, direct-expansion piping for cellars; and Rising Sun Brewing Co., Elizabeth, N. J., piping for cellars. All of this machinery and supplies was furnished during the past month by the De La Vergne Machine Co. of New York.

Allen-Bradley Controllers Ordered.

The Western Electric Co. of Chicago recently placed with the American Electric Fuse Co. of that city an order for Allen-Bradley electric controllers to equip all the new cranes being installed at the Hawthorne plant of the Western Company. This is one

of the largest single orders for electric-crane controllers ever placed in Chicago, and the American Electric Fuse Co. states that the order was given after a six months' thorough and rigorous test of Allen-Bradley controllers in the Chicago factory of the Western Electric Co. The Allen-Bradley controllers for the Hawthorne plant are all standard-type machines, ranging from three and one-half horse-power to 50 horse-power in size, and are adapted for use with Niles-Bement-Pond cranes. A number of the controllers are arranged to be set in the rear of the controller cage and to be operated by extension levers from the front. Despite the unusual size of the order, the American Electric Fuse Co. made a very prompt delivery of the Western Electric Co. controllers, all machines having been shipped complete within 18 days after the order was placed. The American Electric Fuse Co. is now turning out over 100 Allen-Bradley controllers a month, an increase of almost 100 per cent. in less than six months' time. Besides the Western Electric Co. order, the American Electric Fuse Co. has recently received orders from the George H. Smith Steel Casting Co. of Milwaukee, Lackawanna Steel Co. of Buffalo, Bethlehem Steel Co., South Bethlehem, Pa.; American Bridge Co., Ambridge, Pa.; John A. Roebbing's Sons Co., Trenton, N. J.; Otis Elevator Co., New York; American Locomotive Co., Paterson, N. J.; Trenton Iron Co., Trenton, N. J.; Gould Storage Battery Co., Depew, N. Y., and many others.

TRADE LITERATURE.

New Zelnicker Catalogue.

The Walter A. Zelnicker Supply Co. in St. Louis has recently issued a very handsome 550-page catalogue describing in detail the complete line that this well-known company has in stock. Its line comprises everything in the way of railway, mill and factory supplies. Interested parties are invited to write for this catalogue.

New Rhodes Banding Machine.

Mr. Rhodes of the Draper Company has recently designed an entirely new model of banding machine which incorporates many interesting features. Textile manufacturers will find it very much to their interest to investigate this new device. Particulars regarding it are being presented by means of an illustrated leaflet which the Draper Company is now distributing. Address the offices at Hopedale, Mass., for a copy.

Ice-Machine Parts.

The latest leaflet for insertion in the file of the Columbus Iron Works Co. illustrates and describes a few of the ice-machine requisites the company manufactures. The ice dump, ice tank, ice bed, and ice filter, charging pump and ice trucks are included in the articles referred to. Besides making these parts, the company manufactures and installs complete ice-manufacturing plants. Address the offices at Columbus, Ga., for leaflet.

The Newhall Catalogue.

Illustrated catalogue No. 39 of the Newhall Chain, Forge & Iron Co. lists crossarm braces, guy clamps, toggle bolts, expansion bolts, cable clamps, insulator pins and other lines of hardware. Various other articles, comprising telephone, telegraph, electric light and street-railway line materials, are also included in the products described, and a valuable table of weights is presented for the use of engineers. (The Newhall Chain, Forge & Iron Co. maintains its general offices at 9, 11, 13, 15 Murray street, New York, where requests for catalogues should be directed.)

The Cooper-Hewitt Electric Lamp.

Several new and very interesting booklets regarding the Cooper-Hewitt mercury-vapor lamp have been issued. They present some facts that should attract the attention of users of electricity for lighting purposes in various kinds of buildings, shops, factories and elsewhere. The Hewitt lamp's striking characteristics are economy, efficiency, diffusion and quality for general illumination. Views in the booklets show machine shops lighted by the Hewitt lamp, also the Panama Railroad piers, storage-battery room of the New York Transportation Co., the New York Times pressroom, E. C. Pratt's studio, the Link-Belt Engineering Co.'s drafting-room and other places illuminated by the Hewitt lamp. For literature regarding the Hewitt lamp address the manufacturer, the Cooper-Hewitt Electric Co. of New York.

The Electrical Catechism.

One of the foremost scientists of the day, Sir Oliver Lodge, F. R. S., says: "Electricity is not a form of energy any more than water is a form of energy. Water may be a vehicle of energy when at a high level or in motion; so may electricity. Electricity cannot be

manufactured as heat can; it can only be moved from place to place like water, and its energy must be in the form of motion or of strain. Electricity under strain constitutes charge; electricity in locomotion constitutes a current and magnetism; electricity in vibration constitutes light." This is the foreword in the third number of the Electrical Catechism which the National Electric Co. of Milwaukee is issuing regularly to give catechetical instruction in electricity and its uses. If you are interested in practical applications and the theories of electricity, write the company for copy of the publication named.

Westinghouse Fan Motors.

The day when the fan motor was considered a luxury has long since passed, and it is now considered a necessity in business and a comfort in the home. At this season of the year information regarding modern fan motors is especially timely, and the latest facts regarding high-grade equipment of this character is found in two booklets which the Westinghouse interests are issuing. The booklets are descriptive and illustrative, one referring to the Westinghouse fan motors for alternating-current circuits, desk and wall types, and the other referring to Westinghouse motors for direct-current circuits, desk and wall type. The fan motor is now generally recognized as one of the essential appliances which adds to the comfort of modern life, and a perusal of the two booklets will give some valuable hints as to new applications of which they are capable. Write the Westinghouse Electric & Manufacturing Co. at Pittsburgh for copies of these booklets.

Lighten the Accountant's Work.

A brochure entitled "A Machine to Lighten the Accountant's Work" has been issued. It is a reprint of an article which appeared in the Chicago Tribune in January shortly after a mechanical aid to accounting had been installed in that newspaper's office. It tells about the lightening of the Tribune's accountants' work and presents a little story about the perplexities of a man whose sleep and nerves were much disturbed from the grind of figures, and how he was relieved by his mechanical aid. This latter happened to be the Burroughs Adding and Listing Machine, made by the Burroughs Adding Machine Co. of Detroit, Mich. An additional word regarding the Burroughs Company is prompted by the neat appearance of the brochure referred to. The company is constantly issuing leaflets, booklets and other advertising literature; the uniform high character is unusual from a trade standpoint, and deserves special mention. Anyone who has accounting to do can read the company's literature with profit. Banks, trust companies, and other financial organizations, particularly should become acquainted with the wonders of the twentieth century aid mechanical arithmetic, which adds, subtracts, multiplies, etc.

Rawson & Morrison Hoisting Machinery.

A most complete illustrated catalogue is now being distributed to present all the interesting facts concerning Rawson & Morrison hoisting machinery for quarrymen, contractors of all kinds, bridge builders, railroad constructors, dock builders, coal wharves, mines, etc. This make of hoisting machinery occupies a foremost position in the industrial world, and has been brought to its present acknowledged degree of perfection by improvements made from time to time and by sparing no expense in construction, so as to reduce the liability to breakdown and increase the efficiency of the equipments. Rawson & Morrison hoisting machinery is made for all purposes, both steam and electric power. Where the standard machines will not meet conditions (which, however, rarely occurs), they can be readily adapted for the specific purpose in view, or new designs for a plant can be furnished. The Rawson & Morrison Manufacturing Co., maker of the machinery above referred to, has its offices at 31 Main street, Cambridgeport, Boston, Mass. It also has branches throughout the country, the cities where they are located including Baltimore, 905 Maryland Trust Building; Birmingham, Ala., 20th street and Avenue A; New Orleans, 200 South Peters street, etc. Send for catalogue or any specific information desired regarding the latest developments in hoisting apparatus.

The Mesta Machine Co.'s Book.

In Pennsylvania, the great State of great iron and steel working plants, there are doubtless few, if any, establishments which in their perfection of detail, completeness of equipment and general capability to handle important and big work are superior to that of the Mesta Machine Co. of Pittsburgh, the works being located at West Homestead, Pa.

The next best thing to a "personally-conducted tour" through the Mesta works is a book of descriptions and illustrations that tells the story of the company's facilities for building heavy-duty engines, rolling-mill machinery, machine-molded gears, rolls, etc. Such a book the company has issued, and its photographic views and descriptive text of the various departments and the different machinery equipments and parts manufactured form an interesting specimen of literature that will aid buyers of machinery and other manufacturers in determining the scope and value of Mesta products. A mere glance through the pages of the Mesta book gives one an idea of the comprehensive facilities of the company. One notes photographs of a pattern for a 65-ton engine bed-plate, 125x320-foot foundry, big steel foundry, 85x320-foot machine shop, piston-valve reversing engine having 50x60 cylinders and return crank, horizontal cross-compound blowing engine with 44x84 steam cylinders and 84-inch air cylinders and a stroke of 66 inches, 40-inch slab mill, 140,000-pound casting, and various other examples of the work done in a modern steel and iron working establishment like the Mesta Machine Co.'s plant. Comprehensive, without going into further details, it may be stated that the Mesta Machine Co. builds Corliss and piston-valve engines for rolling mills, blast furnaces and power plants, rolling-mill machinery of all kinds, steel, sand and chilled rolls, steel castings of all sizes, machine-molded gears, etc. Viewed from a general standpoint the Mesta book is one of the most complete and highest-grade pieces of trade literature which has been issued recently. It may be added that the personnel of the Mesta Machine Co. includes president George Mesta, Vice-President C. J. Mesta, Secretary W. L. Slack, Treasurer J. O. Horning and Auditor W. D. Rowan. The branch offices are in the Singer Building, New York; the Monadnock Building, Chicago, and in Birmingham, Ala. The branch in Birmingham is with the company's Southern agents, Messrs. Shook & Fletcher, who are well known in the Birmingham district.

A Book on Steam for Engineers.

A publication has been issued that is destined to receive the fullest attention of steam engineers. It is entitled "Stirling—A Book on Steam for Engineers," being a cloth-bound volume of some 250 pages, 8x10½ inches, and every engineer should secure a copy of it for immediate study and future reference. In the preparation of this book it has been the aim of the authors to present to the operating and consulting engineer information of value relating to the economical generation of steam, and the result has been the development of some phases of the subject along entirely original lines. Particular attention is invited to the chapters on "Superheated Steam," "Fuel Burning," "Utilization of Waste Heat," "Chimneys and Draft" and "Analyses of Flue Gases," which will be found to contain much data that is new in manner of presentation and of considerable interest. Every great invention is the result of gradual evolution, and this evolution as applied to the water-tube safety boiler is found elucidated, and the natural progress is shown that has brought about the present design and perfection of the Stirling water-tube safety boiler. The first boilers of this type contained one mud drum and only two steam drums. These boilers were crudely constructed, and in their installation but little attention was paid to those minor details the aggregate of which constitute perfection. Crude, however, as these first boilers were, they conclusively demonstrated that the principle of the boiler is correct and that great possibilities lay in the development of its application. These points having been established, the Stirling Company was formed, the boiler developed and its construction was perfected, but its principle was and always has been the same. In its improved form as described in the book above mentioned the Stirling boiler has met every demand and fulfilled every requirement. The company's book on steam for engineers was edited by the engineering staff of the company. It should be particularly kept in mind that this book is not a mere exploitation of Stirling features, but covers its subject in a broad way, and the facts it contains will aid any engineer in the conduct of his profession. The Stirling Company manufactures, besides water-tube safety boilers for stationary and marine use, superheaters, bagasse furnaces and conveyors, chain-grate stokers, steel stacks and breechings. Its extensive manufacturing plant is at Barborton, Ohio, and its offices in the Trinity Building, New York city, with branches in the Colorado Building, Washington, D. C.; the Empire Building, Atlanta; the Hennen Building, New Orleans, and various other cities in this country and the trade centers of foreign countries, in most of which the Stirling products are well known and widely used.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD.

Baltimore, Md., April 26.

The double holiday in the Baltimore stock market during the past week acted somewhat as a damper on speculation, but in addition to that business was also dull. Speculative issues declined in sympathy with New York, excepting Atlantic Coast Line, which was well sustained after scoring a further advance. Investment securities remained firm.

In the dealings United Railways common sold at 12½; the trust certificates at 13 to 13¼; the incomes from 58½ to 55½, with last sale at 57½; the 4s went from 92½ to 91¼, reacting to 92; United Light & Power 4½s were dealt in at 98½; Consolidated Gas 6s at 110¼, and the 4½s at 101½; Seaboard rights changed hands at ¾; the 4s at 87 to 86¼; the 10-year 5s at 104¼ to 104½; the 3-year 5s at 100½; Cotton Duck common, 7½ to 8; the incomes at 34; the 5s at 76 to 77½; G. B. & S. common, 8½; the incomes from 30 to 29½, and the 1sts, 57½ to 58.

Bank stocks sold as follows: Bank of Baltimore, 122¼ to 123; Mechanics', 25 to 25¼; Merchants', 173 to 172; Commercial and Farmers', 140; Bank of Commerce, 25.

Trust and other company stocks sold as follows: International Trust, 142; United States Fidelity, 120; Maryland Casualty, 59½ to 59¼; Fidelity & Deposit, 160; Fidelity & Deposit rights, 5.

Other securities traded in were as follows: Atlantic Coast Line, 168¼ to 166; do. Consolidated 4s, 101¼ to 101½; Atlantic Coast Line of Connecticut, 412 to 410; do. do. 4s, certificates, 5-20s, 96 to 96½; Northern Central, 106 to 105; do. 4½s, 110½; Baltimore City Passenger 5s, 108¼ to 108; Lexington Railway 5s, 105; Baltimore City 3¼s, 1927, 100½ to 100¼; do. 3½s, 1940, 107½; Norfolk Railway & Light 5s, 95 to 94¼; Baltimore Traction 5s, 118¼; Central Railway 5s, Baltimore, 119 to 117½; Maryland & Pennsylvania 1st 4s, 94¼; Wilmington & Newbern 4s, 100¼; North Carolina 4s, 103¼; Consolidation Coal refunding 4½s, 101¼; Baltimore Brick stock, 12¾ to 12¼; do. 5s, 87; City & Suburban 5s, Baltimore, 114¼; Virginia Midland 1sts, 102¼; Georgia Southern & Florida 1st preferred, 100½; Florida Southern 4s, 99¼; Wilmington & Weldon 4s, 1935, 101½; Virginia Century new 3s, 96; Atlanta Consolidated Street Railways 5s, 108 to 108½; Coal & Iron 5s, 107¼; Central of Georgia 5s, 115½; Missouri, Kansas & Texas 4s, 101½; Northern Pacific Land Grant 4s, 105½; Virginia Electric Railway & Development 5s, 99; Merchants' Coal Joint 5s, 95 to 95¼; Citizens' Railway, Light & Power of Newport News 5s, 85; Atlantic Coast Line new 4s, certificates, 93; Norfolk & Carolina 5s, 119; Charlotte, Columbia & Augusta 2d 7s, 113¼; North Baltimore 5s, 121¼; Atlantic Coast Line of South Carolina 4s, 103; Anacostia & Potomac 5s, 106; Maryland & Pennsylvania incomes, 57; Virginia Midland 2ds, 110½; Western Maryland 4s, 90.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended April 26, 1905.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	169	...
Atlantic Coast Line.....	100	168	168¼
Atlantic Coast Line of Conn.....	100	410	420
Charleston Con. Ry., G. & E.....	50	20	26
Georgia Southern & Florida.....	100	32	39
Georgia Sou. & Fla. 1st Pref.....	100	100¼	...
Georgia Sou. & Fla. 2d Pref.....	100	66	...
Norfolk Railway & Light.....	25	12¼	...
Seaboard Railway Common.....	100	15	22
Bank Stocks.			
Citizens' National Bank.....	10	28	28½
Commercial & Far. Nat. Bank.....	100	140	150
Drovers & Mech. Nat. Bank.....	100	197	202
Farmers & Mer. Nat. Bank.....	40	54	...
First National Bank.....	100	145	150
German-American Bank.....	100	106	...

Merchants' National Bank.....	100	172	173½
National Bank of Baltimore.....	100	122¼	124
National Bank of Commerce.....	15	24½	26
National Exchange Bank.....	100	181	182½
National Howard Bank.....	10	11	...
National Marine Bank.....	30	35	...
National Mechanics' Bank.....	10	25	...
National Union Bank of Md.....	100	123	...
Third National Bank.....	100	110	...

Trust, Fidelity and Casualty Stocks.			
Baltimore Trust & Guarantee.....	100	325	...
Continental Trust.....	100	170	...
Fidelity & Deposit.....	50	162	...
International Trust.....	100	141½	144
Maryland Casualty.....	50	60	...
Mercantile Trust & Deposit.....	50	155	...
Union Trust.....	50	59	...

Miscellaneous Stocks.			
Alabama Con. Coal & Iron.....	100	74	80
Ala. Con. Coal & Iron Pref.....	100	98	99
Consolidated Gas.....	100	90	...
Cotton Duck Voting Trust.....	100	7½	8
G. B. & S. Brewing Co.....	100	8	...
United Elec. L. & P. Pref.....	50	50½	...
U. S. Cotton Duck Common.....	100	11½	12

Railroad Bonds.			
Atlanta & Charlotte 1st 7s, 1907.....	106½	107	...
Atlan. Coast Line 1st Con. 4s, 1952, 191¼	101¼	101½	...
Atlan. Coast Line 4s, Cts., 1952, 92	92	93	...
Atlan. Coast Line 4s, Cts., 1948, 102½	103¼	103½	...
Carolina Central 4s, 1949.....	98½	99	...
Charleston & West. Car. 5s, 1946, 113½	114¼	114½	...
Char., Col. & Aug. 1st 5s, 1910.....	118½	119	...
Char., Col. & Aug. 2d 7s, 1910.....	113½	115	...
Coal & Iron Railway 5s, 1920.....	107	107½	...
Columbia & Greenville 1st 6s, 1916, 116	116	116	...
Florida Southern 4s, 1940.....	99	99½	...
Georgia & Alabama 5s, 1945.....	111½	112	...
Georgia, Car. & North. 1st 5s, 1929, 113	113	113	...
Georgia Pacific 1st 6s, 1925.....	123	124¼	...
Georgia South. & Fla. 1st 5s, 1945, 115	115	115	...
Maryland & Pennsylvania 4s, 1951, 93	94½	94½	...
Petersburg, Class A 5s, 1926.....	115	116	...
Petersburg, Class B 6s, 1926.....	127	127	...
Piedmont & Cum. 1st 5s, 1911.....	105½	105½	...
Raleigh & Augusta 1st 6s, 1926.....	125	126	...
Savannah, Fla. & West. 5s, 1934.....	117	117	...
Seaboard Air Line 4s, 1950.....	86	87	...
Seaboard Air Line 5s, 10-year, 1911, 105	105	105	...
Seaboard Air Line 5s, 3-year, 1925, 100	100½	100½	...
Seaboard & Roanoke 6s, 1916.....	102	102	...
Seaboard & Roanoke 5s, 1926.....	111	111	...
Southern Railway Con. 5s, 1944.....	118	118	...
Virginia Midland 1st 6s, 1906.....	101¼	102½	...
Virginia Midland 2d 6s, 1911.....	111	111	...
Virginia Midland 5th 5s, 1926.....	114½	115	...
Western Maryland new 4s, 1952.....	90	90½	...
West. North Carolina Con. 6s, 1914, 115½	115½	115½	...
West Virginia Central 1st 6s, 1911, 111½	112½	112½	...
Wilmington & Wel. Gold 5s, 1935, 117	117	117	...

Street Railway Bonds.			
Anacostia & Potomac 5s, 1949.....	105½	106½	...
Atlanta Con. St. Rwy. 5s.....	108	108½	...
Baltimore City Passenger 5s, 1911, 108¼	108½	108½	...
Baltimore Traction 1st 5s, 1929.....	118¼	118¼	...
Central Ry. Con. 5s (Balt.), 1932, 118	119	119	...
Central Ry. Ext. 5s (Balt.), 1932, 115	118½	118½	...
Charleston City Railway 5s, 1923, 106	106	106	...
Charleston Con. Electric 5s, 1929.....	95	95	...
City & Suburban 5s (Balt.), 1922, 114¼	114¼	114¼	...
City & Suburban 5s (Wash.), 1948, 107	108	108	...
Knoxville Traction 1st 5s, 1925, 101	101	101	...
Lexington Railway 1st 5s, 1949, 104½	107	107	...
Macon Rwy. & L. 1st Con. 5s, 1953, 99	99½	99½	...
Newport News & Old Pt. 5s, 1938, 94	99	99	...
Norfolk Railway & Light 5s.....	94½	95	...
Norfolk Street Railway 5s, 1944, 112½	114	114	...
North Baltimore 5s, 1942.....	129	129	...
United Railways 1st 4s, 1949, 91¾	92	92	...
United Railways Inc. 4s, 1949, 57	57¼	57¼	...

Miscellaneous Bonds.			
Alabama Consol. Coal & Iron 5s.....	95	95	...
Atlanta Gaslight 1st 5s, 1947.....	106	106	...
Consolidated Gas 6s, 1949.....	109½	110	...
Consolidated Gas 5s, 1939.....	116	116½	...
Consolidated Gas 4½s, Cts., 191¼	101¼	101¼	...
G. B. & S. Brewing 1st 3-4s.....	58	58½	...
G. B. & S. Brewing 2d Incomes.....	29½	30¼	...
Maryland Telephone 5s.....	100	100½	...
Mt. V. & Woodby's Cot. Duck 5s.....	77	77½	...
Mt. V. & Woodby's Cot. Duck Inc., 33¾	34½	34½	...
United Elec. Light & Power 4½s.....	98½	100	...

SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending April 24.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	75	80
Albion Mfg. Co. (S. C.).....	85	90
Anderson Cotton Mills (S. C.).....	110	110
Arkwright Mills (S. C.).....	110	110
Augusta Factory (Ga.).....	75	77
Belton Mills (S. C.).....	99	101
Bliss Mfg. Co. (Ga.).....	102	102
Brandon Mills (S. C.).....	99	102
Buffalo Cotton Mills (S. C.).....	87½	87½
Buffalo Cotton Mills (S. C.) Pfd.....	93	98
Cabarrus Cotton Mills (N. C.).....	122½	122½
Chickadee Mfg. Co. (N. C.).....	102	102
Chickadee Mfg. Co. (S. C.).....	95	95
Clifton Mfg. Co. (S. C.).....	94	102
Clifton Mfg. Co. (S. C.) Pfd.....	101	106
Clinton Cotton Mills (S. C.).....	135	135
Courtenay Mfg. Co. (S. C.).....	99½	105
Columbus Mfg. Co. (Ga.).....	88	92½
Dallas Mfg. Co. (Ala.).....	79	85
Darlington Mfg. Co. (S. C.).....	74	78
Eagle & Phenix Mills (Ga.).....	105	106
Enslay Cotton Mills (S. C.).....	105	105
Enoree Mfg. Co. (S. C.).....	85	85
Enoree Mfg. Co. (S. C.) Pfd.....	101	101
Enterprise Mfg. Co. (S. C.).....	80	80
Exposition Cotton Mills (Ga.).....	160	200
Gaffney Mfg. Co. (S. C.).....	71	71
Gainesville Cotton Mills (Ga.).....	50	50
Graniteville Mfg. Co. (S. C.).....	126½	130
Greenwood Cotton Mills (S. C.).....	95	99
Grenel Mills (S. C.).....	100	102
Henrietta Mills (N. C.).....	200	200
King Mfg. Co., John P. (Ga.).....	92	95
Lancaster Cotton Mills (S. C.).....	100	110
Lancaster Cot. Mills (S. C.) Pfd.....	94	100
Langley Mfg. Co. (S. C.).....	92	98
Laurens Cotton Mills (S. C.).....	171	171
Limestone Mills (S. C.).....	95	95
Lockhart Mills (S. C.).....	95	95
Louise Mills (N. C.).....	92	92
Louise Mills (N. C.) Pfd.....	102	102
Marboro Cotton Mills (S. C.).....	92½	92½
Mayo Mills (N. C.).....	205	205
Mills Mfg. Co. (S. C.).....	94	95
Mills Mfg. Co. (S. C.) Pfd.....	100	100
Monarch Cotton Mills (S. C.).....	81	81
Monaghan Mills (S. C.).....	100	103
Newberry Cotton Mills (S. C.).....	114	114
Norris Cotton Mills (S. C.).....	101	101
Odell Mfg. Co. (N. C.).....	91	91

Orangeburg Mfg. Co. (S. C.) Pfd.....	77	87
Orr Cotton Mills (S. C.).....	101	101
Pacolet Mfg. Co. (S. C.).....	143	143
Pacolet Mfg. Co. (S. C.) Pfd.....	102	102
Pelzer Mfg. Co. (S. C.).....	172	172
Piedmont Mfg. Co. (S. C.).....	174	176
Poe Mfg. Co., F. W. (S. C.).....	125	125
Raleigh Cotton Mills (N. C.).....	100	100
Roanoke Mills (N. C.).....	124	126
Saxon Mills (S. C.).....	102	102
Sibley Mfg. Co. (Ga.).....	57	63
Spartan Mills (S. C.).....	136	137½
Trion Mfg. Co. (Ga.).....	130	140
Tucapau Mills (S. C.).....	138	138
Union Cotton Mills (S. C.).....	128½	133
Union Cotton Mills (S. C.) Pfd.....	97	99
Victor Mfg. Co. (S. C.).....	118	118
Warren Mfg. Co. (S. C.).....	99	101
Warren Mfg. Co. (S. C.) Pfd.....	105	105
Washington Mills (Va.).....	20	20
Washington Mills (Va.) Pfd.....	95	101
Whitney Mfg. Co. (S. C.).....	110	110
Woodruff Cotton Mills (S. C.).....	97	99

American Bank Reporter.

The American Bank Reporter for March, 1905, has been issued by the editors and publishers, Messrs. Stumpf & Steurer, 20 Nassau street, New York. The volume, which is furnished with a thumb index, contains an alphabetical list of all banks in the United States and Canada, arranged by States and giving the names of the principal officers, besides the correspondents in large cities, together with figures showing the strength of the different institutions. In addition to this, the volume contains a list of attorneys in this country and Canada, a list of foreign banks and bankers and a synopsis of banking and commercial laws in the various States and Canada, besides much other valuable matter.

Bank Reports.

The State National Bank of Denison, Texas, reports at close of business March 14 loans and securities, \$539,563; cash, \$472,114; capital, \$100,000; surplus and net undivided profits, \$100,912; deposits, \$913,021; total liabilities, \$1,163,934. The officers are G. L. Blackford, president; A. F. Platter, vice-president, and Wm. G. Meginnis, cashier.

The Farmers' Bank of Uniontown, Ala., reports at close of business March 23 loans and discounts, \$42,406; capital stock paid in, \$31,000; undivided profits, less current expenses and taxes paid, \$10,435; total resources, \$83,916. The officers are E. R. Glass, president; R. D. Hart, vice-president, and E. R. Glass, Jr., cashier.

New Corporations.

Another new bank is reported being organized at Centerville, La.

It is reported that a private bank is to be established at Smithfield, Ky.

The Tenaha Bank has begun business at Tenaha, Texas, with W. A. Land as cashier.

A new fire-insurance company with \$100,000 capital is being organized at Durham, N. C.

The Albany Trust Co., with \$100,000 capital, has been organized at Albany, Ga., by local business men.

The People's Bank has been organized at Leslie, Ark., with \$10,000 capital, and business is expected to begin within 60 days.

The Madison County Bank of Marshall, N. C., has been incorporated with \$16,000 capital by Congressman Gudgeon and J. H. White.

It is reported that the Merchants and Farmers' Bank of Lexington, Miss., will establish a branch at West, Miss., with L. P. Bell as cashier.

The City Bank of Sadler, Texas, has been organized with H. B. McMahon as president; O. C. Fowler, vice-president, and Mr. Hays, cashier.

The Bank of Cairo has been chartered at Cairo, Mo., with \$10,000 capital. The stockholders are T. G. Harden, F. G. Johnston, O. A. Wright and others.

The Numa State Bank of Numa, O. T., capital \$10,000, has been granted a charter. The incorporators are J. P. Becker, J. A. and M. T. Hopkins of Medford.

The Brandon Savings Bank of Greenville, S. C., capital \$5000, has been granted a charter. The incorporators are W. B. Smith, C. E. Hatch, T. M. Bennett and J. S. Westervelt.

The T. O. Tucker Abstract Co. of Bentonville, Ark., capital \$5000, has filed articles of incorporation. The incorporators are A. T. Wolf, T. C. Tucker, W. E. Patton and George A. Pettigrew.

A new bank is reported to have been organized at Atwood, Tenn., with \$15,000 capital and the following officers: H. P. Webb, president; Sam Barger, vice-president, and Giles Smith, cashier.

It is reported that the First National Bank of San Saba, Texas, will begin business in a few days with W. K. Ray as president; J. D. Estep, vice-president, and John Whitis of Austin, cashier.

The Citizens' Life Insurance Co. of Louisville, Ky., has been authorized to do business in Arkansas with \$500,000 capital. The officers are: President, W. H. Gregory; secretary, C. B. Nordeman.

A bank with \$10,000 capital has been organized at Cowan, Tenn. The directors are P. B. Ross and H. J. Harkins, T. A. Miller, J. W. Hitt, F. P. Williams and J. E. Cowan. L. H. Hager is cashier.

The Third National Bank of Dothan, Ala., capital \$50,000, has been approved. The organizers are T. E. Williams, Dothan, Ala.; O. E. Williams, R. D. Crawford, A. E. Garner and J. A. Peterman.

The Yazoo Bank at Sidon, Miss., with \$20,000 capital, has made application for a charter. The promoters are A. N. Pentecost, J. H. Farmer, J. W. Armistead, Douglas Robinson and W. W. Durden.

The Bank of Schlater has been organized at Schlater, Miss., with \$25,000 capital, the incorporators being E. V. Catoe of Webb, Miss.; J. E. Greer of Batesville, Miss., and J. C. Price of Batesville, Miss.

Application for a charter for the First National Bank of Graham, Va., with \$25,000 capital has been made by J. E. Morton, Graham, Va.; W. B. Morton, S. N. Hufford, Wm. Mitchell and John Watters.

The Thomas National Bank, with \$25,000 capital, at Thomas, O. T., has been approved. The organizers are G. J. E. Moser, F. A. Moser, A. L. Moser, Charles E. Shaw, Anton Huber and George H. Moeller.

The Clinton National Bank of Clinton, Mo., has been approved; capital \$50,000. The organizers are William Docking, Clay Center, Kan.; F. L. Williams, Thos. B. Lee, J. C. Swift, Wm. C. Henrici and Geo. S. Hovey.

The Citizens' National Bank of Durham, N. C., capital \$100,000, has been authorized to begin business with the following officers: B. N. Duke, president; J. S. Manning, vice-president, and J. B. Mason, cashier.

The First National Bank of Valleyview, Texas, which succeeds the Citizens' Bank of Valleyview, has been approved; capital \$25,000. The organizers are R. P. Head, R. V. King, William E. Houston and Richard P. Head.

The Building and Loan Association of Shelby, N. C., has organized by electing the following officers: C. C. Blanton, president; E. Y. Webb, vice-president; J. F. Roberts, secretary and treasurer; Ryburn & Hoey, attorneys.

Application for a charter for the Town & County Building & Loan Association of Wilmington, N. C., has been made by Messrs. J. O. Carr, R. G. Grady, M. W. Divine, L. E. Hall, S. W. Sanders, H. G. Fennell, R. H. Pickett and R. W. Price.

The Lowell Bank has been incorporated at St. Louis, Mo., with \$100,000 capital by August F. Klasing, Henry Arnold, Charles C. Clark, Henry F. Vogel, Joseph B. Toenisketter, Fred W. Klein, George Hilke, Joseph F. Rupp and William Koenemann.

The Bank of Roanoke Rapids, N. C., will begin business May 1 with the following officers: Col. W. H. S. Burgwyn, president, and Mr. H. C. Cooper, vice-president; directors, J. E. Wicker, L. C. Lawrence, Jr., W. D. Bass, T. M. House and Dr. S. B. Pierce.

The Bank of Lincolnton, Lincoln county, Georgia, has been chartered, with \$25,000 capital. The incorporators are G. S. Sims, J. M. Ivey, A. W. Burch, A. B. Sims, C. C. Groves, W. C. Powell, J. C. Groves, J. M. Price, R. C. Nash, Ben Fortson and Joe Powell, all of Lincolnton.

The Mathiston Land & Improvement Co. has been organized at Mathiston, Miss., by State Senator W. R. Scott, County Treasurer F. P. St. Clair, D. A. Horton, broker, and the Bank of Eupora, C. C. Crow, J. A. Pierce & Son, merchants; Dr. J. H. Sturnis and Postmaster J. E. Pierce.

The new bank recently organized at Bunkie, La., with \$25,000 capital has elected the following directors: J. T. Johnson, G. W. Sentell, Dr. D. B. Davis, Dr. W. G. Branch, Dr. E. S. Matthews, J. W. Lelley and B. S. Randol of Bunkie, J. J. Wilson of Rochester, Ky., and H. E. Owens of Leitchfield, Ky.

The Farmers and Merchants' Bank of Metcalfe county, capital \$15,000, has been organized at Edmonton, Ky., with the following officers: J. A. Hamilton, president; J. W. Kinnaird, cashier; E. P. Read, assistant cashier; directors, J. H. Kinnaird, J. A. Hamilton, Lonny Boston, Crit Galloway and Robert Barton.

The Houston Banking Co. of Houston, Texas, has been reorganized and chartered, with authorized capital of \$25,000. The officers are: President, J. H. Davis; vice-president, A. A. Smoak; cashier, B. C. Holtzclaw; directors, J. H. Davis, A. A. Smoak, H. M. Holtzclaw, J. J. Marshall, W. D. Day, H. S. Feagin and B. C. Holtzclaw.

The Citizens' Loan & Trust Co., with \$20,000 capital, has been organized at North Wilkesboro, N. C., with the following officers: R. W. Gwyn, president; J. B. Horton, vice-president, and H. W. Horton, secretary and treasurer; directors, R. W. Gwyn, T. B. Finley, J. B. Horton, W. R. Absher, J. C. Smoot, H. W. Horton and J. H. Johnson.

The City National Bank of Madill, I. T., will begin business about May 1 with the following officers: W. H. Lawrence, president; C. L. Jones, vice-president; G. A. Henshaw, second vice-president; F. S. Vaden, cashier; directors, W. H. Lawrence, F. S. Vaden, C. L. Jones, Geo. A. Henshaw, Tom Hollingsworth, C. H. Crowning, Dr. G. H. Funk and C. H. II. Smith.

The Texas Security Co., capital \$100,000, will begin business at Houston, Texas, about May 1 with the following directors: O. S. Cummins, banker, late of Alvin; John G. Tod, Houston; Eugene Parrish, O. K. Caldwell, Nevada, Mo.; George Hamman, assistant cashier of the Planters and Mechanics' National Bank of Houston, and M. E. Foster of the Houston Chronicle.

The Southern Mutual Indemnity Co. of Charlotte, N. C., has been granted a charter. The officers are: J. A. Houston, president; J. J. Hutchison, vice-president; R. D. Moore, secretary and treasurer; William H. Collins, manager, who, with the following, will constitute the board of directors: R. L. Keesler, George J. Williams, J. A. Walker, E. S. Williams and A. L. Bunn.

The First State Bank, with \$12,000 capital, has been organized at Lillian, Texas, with the following officers: L. L. Shackelford of Venus, president; J. C. Smyth of Venus, vice-president, and Tom Cooper of Lillian, cashier; directors, T. B. Casstevens, Tom Cooper, Lewis C.

Jackson and J. A. J. Shaw of Lillian, D. F. Griggs of Alvarado, L. L. Shackelford and J. C. Smyth of Venus.

The Annapolis Banking & Trust Co. has been organized at Annapolis, Md., with the following officers: President, Luther H. Gadd; vice-presidents, G. Thomas Beasley, Joseph T. Brennan; counsel, Ridgely P. Melvin; temporary secretary and treasurer, Philip B. Cooper; auditing committee, H. B. Wilcox of the First National Bank of Baltimore, Charles E. Fink of Westminster, Md., and P. B. Cooper of Annapolis. Sixteen directors were also named.

The United Surety Co. is being organized at Baltimore, Md., with \$500,000 capital by Mr. Bryan, chairman; Francis T. Homer of Willis, Homer, France & Smith; Charles W. Field, Ernest J. Clark, Walter A. Mason, president of the Commercial and Farmers' National Bank; Henry C. Shirley of Shirley & Son, August Weber, cashier of the German Bank, and Samuel H. Tattersall, all of Baltimore, and J. Fletcher Rolph, cashier of the Centreville National Bank; W. R. Eidson of St. Louis, Myer Cohen of Washington, D. C.; J. A. Langfitt of Pittsburg, Pa., and H. W. Ewing of Cleveland, Ohio.

New Securities.

Aberdeen, Miss.—Proposals will be received by J. M. Acker, mayor, until 8 P. M., April 26, for \$25,000 of 5 per cent. 15-year refunding school bonds.

Adel, Ga.—The mayor and town council will receive proposals until 12 M., May 15, for \$10,000 of 5 per cent. 30-year schoolhouse bonds.

Asheville, N. C.—Proposals will be received by the board of commissioners until 11 A. M., May 2, for \$20,000 of 5 per cent. 30-year Buncombe county bonds for erecting home for poor and infirm.

Atlanta, Ga.—The question of issuing \$400,000 of water-works bonds is being considered. Frank P. Rice is president of the board of water-works.

Aubrey, Texas.—Aubrey independent school district has voted in favor of issuing \$6000 of school-building bonds.

Augusta, Ga.—It is reported that a Cincinnati firm has purchased at a premium of \$50 the \$12,000 of 6 per cent. 30-year Buncombe county bonds.

Austin, Texas.—The Texas Southern Railway will, it is reported, issue \$20,000 of additional receivers' certificates.

Barboursville, Ky.—An election is to be held next November to decide the question of issuing \$30,000 of Knox county courthouse bonds.

Barton Heights, Va.—The city has voted to issue \$15,000 of public-improvement bonds.

Birmingham, Ala.—The Pratt Consolidated Coal Co. has filed a mortgage and deed of trust with the Central Trust Co. of New York to secure an issue of \$5,000,000 of bonds.

Birmingham, Ala.—The Atlanta & Birmingham Railroad will, it is reported, issue \$5,000,000 of bonds.

Bowman, Ga.—An election is to be held to vote on the question of issuing \$5000 of school bonds.

Charlottesville, Va.—About June 1 the city will vote on the question of issuing \$135,000 of water-works bonds.

Chattanooga, Tenn.—An election is to be held May 23 to vote on the issuance of \$275,000 of school, park, street and sewer bonds.

Chattanooga, Tenn.—Proposals will be received by S. M. Walker, county judge, until 12 M., May 4, for \$100,000 of 4½ per cent. 20-year Hamilton county funding bonds.

Coalgate, I. T.—The City Loan & Trust Co. of Gainesville, Texas, has purchased at a premium of \$2612 the \$62,000 of water-works and school bonds.

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Columbia, S. C.—An election is to be held May 9 to vote on the issuance of \$400,000 of water-works bonds.

[For Additional Financial News, See Pages 36 and 37.]

